

TENTH ANNUAL REPORT

OF THE

Board of Railroad Commissioners,

FOR THE

YEAR ENDING JUNE 30, 1887.

STATE OF IOWA.

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1888.



## COMMISSIONERS' REPORT.

STATE OF IOWA,  
OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }  
DES MOINES, November 30, 1887.

TO HON. WILLIAM LARRABEE, *Governor of Iowa*:

As required by law, we have the honor to submit herewith the tenth annual report of the Board of Railroad Commissioners, showing the capital stock, debt, general traffic, earnings, operating expenses, and condition of the roads doing business in Iowa for the year ending June 30, 1887; a statement of the complaints brought before us for adjudication, with decisions of the Board in full; complete report of serious accidents investigated, together with the returns of the several companies to this office and the tabular statements made therefrom; a synopsis of the cases decided by the Inter-State Commerce Commission; also a table of cases decided by the Supreme Court of Iowa affecting railroads from the organization to this date; and a topical index of cases decided by this Board.

We also present an abstract of the decisions of the Supreme Court of the State rendered since the date of our last report upon questions affecting railroads and their relations to citizens of the State, and general remarks of the Commissioners upon the subjects that have come before them for consideration.

On April 1st, 1887, Spencer Smith of Pottawattamie county, was appointed to fill the vacancy occasioned by the expiration of the term of service of James W. McDill of Union county, and on Sept. 15th, 1887, W. W. Ainsworth was appointed Secretary of the Board in place of E. G. Morgan, whose failing health compelled him to resign. Mr. Morgan was the second Secretary of the Board. He was elected January 12, 1880, and held the position seven and one half years. The fidelity and ability with which he filled the office during this period made his resignation a source of regret to his associates.

## CAPITAL STOCK.

The total number of miles of railroad in operation in Iowa, reported by the several companies to this Board, is seven thousand, nine hundred and ninety-seven and fifty hundredths miles.

The report of the capital stock and debt is based upon the entire lines of the roads, nearly two thirds of whose mileage is in other States. It is apparent that in the trunk lines there is not and cannot well be any very accurate division of the property or debt conforming exactly to State lines. The entire length of these lines, including the mileage within and without the State, is twenty-one thousand, eight hundred and twenty-four and eighteen hundredths miles. This is less than the previous year, as the Wabash, St. Louis & Pacific Railway is divided and reports a much smaller mileage than last year.

The stock of these roads that represents the lines added to the stock of the roads entirely in Iowa is \$422,236,960.71, or \$19,347.21 per mile. The amount of stock representing the roads in Iowa is \$147,350,517.48.

The total number of stockholders reported is twenty-five thousand, two hundred and thirteen; those living in Iowa, six hundred and thirty-three, or one stockholder in forty. The amount of stock held in the State is \$6,038,801.82, or nearly one share in seventy.

## DEBT.

The aggregate debt of the roads that form the Iowa lines in connection with other States amounts to \$531,430,436.83. Of this, \$508,719,074.82 is funded debt; \$22,712,263.72 is floating debt, or \$24,350.52 per mile of road. The debt representing the road in Iowa is \$150,296,919.87.

## STOCK AND DEBT.

The stock and debt of the roads, as reported, amounts to \$953,667,397.54, or \$43,697.73 per mile. This may vary a little from the exact condition, as some of the lines are in the hands of receivers and in process of reorganization.

## INTEREST PAID.

The interest paid on the roads in Iowa and the proportion of through lines representing this State, as reported is \$7,706,920.14, or

five and thirteen hundredths per cent on the entire indebtedness of the roads reporting.

## STOCK AND DEBT.

The following table shows the amount of stock and debt per mile of each company, as the returns were made to this office:

| RAILROADS.                                  | Stock per mile. | Debt per mile. | Stock and debt per mile. |
|---|-----------------|----------------|--------------------------|
| Burlington, Cedar Rapids & Northern.....    | \$ 7,039.37     | \$ 14,614.00   | \$ 21,653.38             |
| Central Iowa.....                           | 20,163.66       | 22,806.05      | 42,969.71                |
| Chicago, Burlington & Quincy.....           | 18,573.35       | 21,152.84      | 39,726.19                |
| Chicago, Burlington & Kansas City.....      | 44,201.33       | 5,075.49       | 49,276.83                |
| Kansas City, St. Jo & Council Bluffs.....   | 18,244.43       | 17,846.94      | 36,091.37                |
| St. Louis, Keokuk & Northwestern.....       | 20,000.00       | 23,060.00      | 43,060.00                |
| Chicago, Iowa & Dakota.....                 | 11,320.76       | 15,603.77      | 26,924.53                |
| Chicago, Milwaukee & St. Paul.....          | 9,886.00        | 21,809.00      | 31,695.00                |
| Chicago & Northwestern.....                 | 18,262.48       | 25,126.60      | 43,389.08                |
| Chicago, Rock Island & Pacific.....         | 37,439.60       | 15,611.06      | 53,050.66                |
| Keokuk & Des Moines.....                    | 25,383.00       | 16,923.00      | 42,306.00                |
| Chicago, St. Paul, Minneapolis & Omaha..... | 26,283.18       | 17,469.38      | 43,752.56                |
| Crooked Creek.....                          | 23,195.88       | .....          | 23,195.88                |
| Des Moines & Fort Dodge.....                | 38,576.07       | 22,701.15      | 61,277.22                |
| Humeston & Shenandoah.....                  | 42,179.15       | 28,119.44      | 70,298.59                |
| Illinois Central.....                       | 27,878.11       | 12,651.40      | 40,529.51                |
| Chicago, St. Paul & Kansas City.....        | 20,060.00       | 20,060.00      | 40,000.00                |
| Minnesota & Northwestern.....               | 22,887.08       | 16,750.00      | 39,637.08                |
| Iowa Northern.....                          | 15,000.00       | 8,333.33       | 23,333.33                |
| Minneapolis & St. Louis.....                | 26,512.08       | 24,557.36      | 51,069.44                |
| Ottumwa & Kirkville.....                    | 45,004.50       | 31,540.85      | 76,545.34                |
| Prairie du Chien & McGregor.....            | 50,000.00       | .....          | 50,000.00                |
| Sioux City & Pacific.....                   | 19,285.26       | 49,562.91      | 68,848.16                |
| Wabash, St. Louis & Pacific.....            | 24,566.07       | 26,071.00      | 50,637.07                |
| Webster City & Northwestern.....            | 4,000.00        | 4,052.10       | 8,052.10                 |
| Keokuk & Western.....                       | 28,000.00       | 2,388.00       | 30,388.00                |
| Mason City & Fort Dodge.....                | 10,000.00       | 15,000.00      | 25,000.00                |
| Council Bluffs & St. Louis.....             | .....           | 16,319.00      | 16,319.00                |
| Clarinda & St. Louis.....                   | .....           | 12,279.07      | 12,279.07                |
| NARROW GAUGE ROADS.                         |                 |                |                          |
| Burlington & Northwestern.....              | 4,047.20        | 8,251.68       | 12,298.88                |
| Burlington & Western.....                   | 12,118.81       | 10,003.13      | 22,121.93                |
| Des Moines, Osceola & Southern.....         | 4,153.15        | 7,297.29       | 11,450.43                |
| Fort Madison & Northwestern.....            | 7,000.00        | 4,185.85       | 11,185.85                |
| St. Louis, Des Moines & Northern.....       | 17,962.06       | 9,513.45       | 27,475.51                |
| Cedar Rapids & Marion Street Railway.....   | 5,130.77        | 4,243.73       | 9,374.50                 |

The following table shows the mileage added and the increase of capital stock during the year, of all lines in the railway system represented, that report to this office. The increase of mileage in the State is 432.84. The increase on all the lines is 812.93. The increase of stock reported is \$4,823,036.96.



| RAILROADS.                                  | Miles. | Amount of increase. |
|---|--------|---------------------|
| Burlington, Cedar Rapids & Northern.....    | 48.52  | \$                  |
| Chicago, Burlington & Quincy.....           |        |                     |
| Kansas City, St. Jo & Council Bluffs.....   | 390.47 | 21,138.36           |
| Chicago, Milwaukee & St. Paul.....          | 152.64 | 62,800.00           |
| Chicago & Northwestern.....                 | 32.80  |                     |
| Chicago, St. Paul, Minneapolis & Omaha..... | 1.20   | 103,560.00          |
| Crooked Creek.....                          |        |                     |
| Illinois Central.....                       | 40     | 800,000.00          |
| Chicago, St. Paul & Kansas City.....        | 171.40 | 4,525,900.00        |
| Minnesota & Northwestern.....               |        | 1,200.00            |
| Minneapolis & St. Louis.....                |        |                     |
| Keokuk & Western.....                       | 13.50  | 54,000.00           |
| Webster City & Southwestern.....            | 2.00   |                     |
| Clinton & Marion Street Railway.....        |        |                     |

## INCREASED MILEAGE AND INCREASE AND DECREASE OF INDEBTEDNESS.

| RAILROADS.                                  | Miles.   | Increase.        | Decrease.     |
|---|----------|------------------|---------------|
| Burlington, Cedar Rapids & Northern.....    | 48.52    | \$ 118,832.55    |               |
| Central Iowa.....                           |          | 1,437,691.19     |               |
| Chicago, Burlington & Quincy.....           | 521.96   | 7,831,700.00     |               |
| Chicago, Burlington & Kansas City.....      |          |                  | 55,000.00     |
| St. Louis, Keokuk & Northwestern.....       |          | 643,195.31       |               |
| Chicago, Iowa & Dakota.....                 |          | 1,000.00         |               |
| Chicago, Milwaukee & St. Paul.....          | 390.47   | 12,562,000.00    |               |
| Chicago & Northwestern.....                 | 152.64   | 8,693,384.10     |               |
| Chicago, Rock Island & Pacific.....         |          | 6,900,000.00     |               |
| Chicago, St. Paul, Minneapolis & Omaha..... | 32.80    |                  |               |
| Webster City & Southwestern.....            | 13.50    | 54,703.44        |               |
| Crooked Creek.....                          | 1.20     |                  | 11,333.34     |
| Chicago, St. Paul & Kansas City.....        | 40       | 8,000.00         |               |
| Minnesota & Northwestern.....               | 171.40   | 3,569,000.00     |               |
| Minneapolis & St. Louis.....                |          |                  | 23,330.28     |
| Ottumwa & Kirkville.....                    |          |                  | 40,862.43     |
| Sioux City & Pacific.....                   |          |                  | 55,397.53     |
| Wabash, St. Louis & Pacific.....            |          | 6,626,317.41     |               |
| NARROW GAUGE ROADS.                         |          |                  |               |
| Burlington & Northwestern.....              |          | 34,031.58        |               |
| Burlington & Western.....                   |          | 45,080.43        |               |
| St. Louis, Des Moines & Northern.....       |          | 18,180.00        |               |
| Cedar Rapids & Marion Street Railway.....   | 2.00     | 6,892.92         |               |
| Total.....                                  | 1,334.80 | \$ 45,482,993.08 | \$ 185,923.68 |

## COMPARATIVE TABLE OF STOCK AND DEBT FOR THE YEARS 1880, 1882, 1884, 1886 AND 1887.

|            | 1880.             | 1882.             | 1884.             | 1886.             | 1887.             |
|------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Stock..... | \$ 261,482,934.21 | \$ 345,918,605.27 | \$ 390,580,766.44 | \$ 415,010,006.52 | \$ 422,236,960.71 |
| Debt.....  | 228,351,436.01    | 386,228,338.01    | 440,214,133.63    | 474,736,826.66    | 531,430,436.83    |
| Total..... | \$ 489,834,370.22 | \$ 732,146,943.28 | \$ 830,800,900.00 | \$ 889,746,833.18 | \$ 953,667,397.54 |

In 1878, \$343,849,402.06 represented 8,367 miles of railroad, which was the entire mileage of the roads reporting to this Board. In 1880, \$493,034,380.25 represented 12,319.36 miles; in 1882, \$732,146,933.28 represented 18,548.69 miles; in 1884, \$830,800,900 represented

21,164.32 miles; in 1886, \$889,746,833.18 represented 22,700.86 miles; in 1887, \$953,667,397.54 represents 21,824.18 miles; or the systems in the nine years have increased their capital and debt \$609,817,995.48, and their mileage 13,457.18. The mileage in Iowa has increased from 4,157.15 in 1878 to 7,997.50 in 1887, an increase of 3,840.35 miles in nine years. The capital and debt reported for Iowa in 1878 was \$153,601,784.47; in 1887 it was \$297,647,437.35, an increase of mileage of 3,840.35, and of stock and debt of \$144,045,652.88.

## COST OF ROADS.

The following table represents the entire cost of the roads doing business in Iowa and so far as the Commissioners are able to ascertain the proportion of the cost of the roads for Iowa. It is not claimed that this table is accurate, but it is as close an approximation as they are able to make with the information that the railway companies have furnished them. Cost of roads and equipment \$856,467,465.64; per mile, \$36,487.00; cost of roads in Iowa, \$261,747,197.44.

| RAILROADS.                                  | Cost of road and equipment. | Proportion for Iowa. |
|---|-----------------------------|----------------------|
| Burlington, Cedar Rapids & Northern.....    | \$ 23,466,421.55            | \$ 19,613,628.61     |
| Central Iowa.....                           | 19,846,051.49               | 16,080,942.49        |
| Chicago, Burlington & Quincy.....           | 154,512,664.56              | 22,197,670.80        |
| Chicago, Burlington & Kansas City.....      | 8,973,432.20                | 3,850,499.75         |
| Kansas City, St. Jo. & Council Bluffs.....  | 12,595,668.25               | 2,267,220.28         |
| St. Louis, Keokuk & Northwestern.....       | 7,198,398.43                | 2,080,551.28         |
| Chicago, Iowa & Dakota.....                 | 341,711.89                  | 341,711.89           |
| Chicago, Milwaukee & St. Paul.....          | 170,682,911.69              | 49,076,940.95        |
| Chicago & Northwestern.....                 | 154,941,581.91              | 43,388,291.18        |
| Chicago, Rock Island & Pacific.....         | 69,991,690.44               | 41,328,537.08        |
| Keokuk & Des Moines.....                    | 6,875,000.00                | 6,875,000.00         |
| Chicago, St. Paul, Minneapolis & Omaha..... | 238,830.16                  | 3,603,601.72         |
| Crooked Creek.....                          | 82,125.00                   | 82,125.00            |
| Des Moines & Fort Dodge.....                | 8,519,473.81                | 8,519,473.81         |
| Humeston & Shenandoah.....                  | 6,719,311.95                | 6,719,311.95         |
| Illinois Central.....                       | 16,379,612.71               | 16,379,612.71        |
| Chicago, St. Paul & Kansas City.....        | 1,521,482.99                | 1,521,482.99         |
| Minnesota & Northwestern.....               | 13,729,371.87               | 8,237,623.13         |
| Iowa Northern.....                          | 148,250.00                  | 148,250.00           |
| Minneapolis & St. Louis.....                | 18,262,466.73               | 6,903,558.95         |
| Ottumwa & Kirkville.....                    | 387,502.24                  | 387,502.24           |
| Prairie du Chien & McGregor.....            | 100,000.00                  | 25,000.00            |
| Sioux City & Pacific.....                   | 5,542,745.52                | 4,192,187.26         |
| Wabash, St. Louis & Pacific.....            | 119,338,705.92              | 7,504,846.48         |
| Webster City & Southwestern.....            | 108,703.44                  | 1,226,750.00         |
| Union Pacific.....                          | 3,697,178.47                | 160,000.00           |
| NARROW GAUGE ROADS.                         |                             |                      |
| Burlington & Northwestern.....              | 398,397.56                  | 398,397.56           |
| Burlington & Western.....                   | 1,437,119.63                | 1,437,119.63         |
| Des Moines, Osceola & Southern.....         | 1,271,100.00                | 1,143,990.00         |
| Ft. Madison & Northwestern.....             | 543,463.55                  | 543,463.55           |
| St. Louis, Des Moines & Northern.....       | 1,022,750.00                |                      |
| Cedar Rapids & Marion Street Railway.....   | 129,232.10                  |                      |
| Total.....                                  | \$ 873,306,541.90           | \$ 285,631,156.63    |

The average cost of road per mile was \$44,002.51.



## GROSS EARNINGS.

The entire earnings of the roads in Iowa are reported:

|   |                  |
|---|------------------|
| Passenger, mail and express.....                  | \$ 10,206,986.72 |
| Freight and miscellaneous.....                    | 27,321,634.90    |
| Total earnings for year ending June 30, 1887..... | \$ 37,528,621.62 |
| Total earnings for year ending June 30, 1886..... | 36,093,106.54    |
| Increase over previous year.....                  | \$ 1,436,515.08  |

## MAILS.

The amount received for carrying the mails in the State is estimated at \$509,294.06. This requires the delivery from the train station to the post office where the distance is short. The amount paid by the railways for this service is not large.

## INCREASE AND DECREASE OF EARNINGS.

| RAILROADS.                                  | Increase.       | Decrease.       |
|---|-----------------|-----------------|
| Burlington, Cedar Rapids & Northern.....    | \$ 73,415.02    | \$ 18,587.11    |
| Central Iowa.....                           | 11,179.00       |                 |
| Chicago, Burlington & Quincy.....           | 255,705.56      |                 |
| Kansas City, St. Jo & Council Bluffs.....   | 56,652.15       |                 |
| St. Louis, Keokuk & Northwestern.....       | 3,509.53        |                 |
| Chicago, Iowa & Dakota.....                 | 720,269.63      |                 |
| Chicago, Milwaukee & St. Paul.....          | 1,968,716.65    |                 |
| Chicago, Rock Island & Pacific.....         | 77,345.97       |                 |
| Chicago, St. Paul, Minneapolis & Omaha..... | 18,304.28       | 442,841.78      |
| Crooked Creek.....                          |                 | 27,354.14       |
| Des Moines & Fort Dodge.....                |                 | 21,369.70       |
| Humeston & Shenandoah.....                  |                 | 17,339.44       |
| Illinois Central.....                       | 45,959.29       |                 |
| Chicago, St. Paul & Kansas City.....        | 793,986.69      |                 |
| Minnesota & Northwestern.....               |                 | 705.47          |
| Iowa Northern.....                          | 8,100.91        |                 |
| Minneapolis & St. Louis.....                |                 | 22,078.79       |
| Ottumwa & Kirksville.....                   |                 | 1,827.19        |
| Prairie du Chien & McGregor.....            |                 | 7,503.63        |
| Sioux City & Pacific.....                   |                 | 4,432,372.00    |
| Wabash, St. Louis & Pacific.....            |                 | 28,350.51       |
| Keokuk & Western.....                       |                 | 14,890.84       |
| Centerville, Moravia & Albion.....          |                 | 20,908.51       |
| Mason City & Fort Dodge.....                |                 | 336,988.15      |
| * Council Bluffs & St. Louis.....           |                 | 6,198.01        |
| Clarinda & St. Louis.....                   |                 |                 |
| NARROW GAUGE ROADS.                         |                 |                 |
| Burlington & Northwestern.....              | 4,104.18        |                 |
| Burlington & Western.....                   |                 | 4,035.63        |
| Des Moines, Osceola & Southern.....         | 253.64          |                 |
| Ft. Madison & Northwestern.....             |                 |                 |
| St. Louis, Des Moines & Northern.....       |                 | 2,963.35        |
| Cedar Rapids & Marion Street Railway.....   |                 | 7,805.26        |
| Total.....                                  | \$ 4,567,297.34 | \$ 4,989,091.63 |

\* Report of last year but four months.

† The mileage of this road has been so reduced by the division of the property that this does not represent the condition of the road as compared with former years.

## EARNINGS PER TRAIN MILE AND PER MILE OF ROAD.

| RAILROADS.                                   | Earnings, passenger, per train mile. | Freight, per train mile. | Total, per train mile. | Per mile of road. |
|--|--------------------------------------|--------------------------|------------------------|-------------------|
| Burlington, Cedar Rapids & Northern.....     | 0.7895                               | 1.2565                   | 1.0764                 | \$ 2,893.31       |
| Central Iowa.....                            | 0.6286                               | 1.036                    | .8867                  | 2,573.05          |
| Chicago, Burlington & Quincy.....            | 1.30                                 | 1.4600                   | .4360                  | 9,214.29          |
| Chicago, Burlington & Kansas City.....       | 0.705                                | 1.182                    | .9800                  | 1,614.80          |
| Kansas City, St. Louis & Council Bluffs..... | 0.931                                | 2.644                    | 1.7350                 | 6,750.12          |
| St. Louis, Keokuk & Northwestern.....        | 1.1941                               | 1.6540                   | 1.4660                 | 3,338.02          |
| Chicago, Iowa & Dakota.....                  | 0.220                                | 0.7955                   | 1.0152                 | 1,126.12          |
| Chicago, Milwaukee & St. Paul.....           | 1.06                                 | 1.73                     | 1.470                  | 4,938.35          |
| Chicago & Northwestern.....                  | 1.0527                               | 1.8146                   | 1.361                  | 6,510.97          |
| Chicago, Rock Island & Pacific.....          | 1.26                                 | 1.34                     | 1.32                   | 8,415.96          |
| Chicago, St. Paul, Minneapolis & Omaha.....  | 0.990                                | 1.7680                   | 1.4540                 | 4,764.88          |
| Crooked Creek.....                           |                                      |                          |                        | 1,250.00          |
| Des Moines & Fort Dodge.....                 | 0.610                                | 1.43                     | 1.02                   | 2,373.07          |
| Humeston & Shenandoah.....                   | 0.460                                | 1.45                     | .99                    | 1,556.17          |
| Illinois Central.....                        | 0.916                                | 1.37                     | 1.18                   | 4,274.75          |
| Chicago, St. Paul & Kansas City.....         | 0.66                                 | 1.60                     | 1.16                   | 2,542.35          |
| Minnesota & Northwestern.....                | 0.52                                 | 1.16                     | .90                    | 2,539.24          |
| Iowa Northern.....                           | 0.11                                 | 0.66                     | 7.27                   | 2,227.25          |
| Minneapolis & St. Louis.....                 | 0.7970                               | 1.5770                   | 1.2954                 | 4,521.02          |
| Ottumwa & Kirksville.....                    |                                      |                          |                        | 8,482.22          |
| Prairie du Chien & McGregor.....             |                                      |                          |                        | 31,630.27         |
| Sioux City & Pacific.....                    | 1.9400                               | 2.3727                   | 2.1540                 | 5,218.28          |
| Wabash, St. Louis & Pacific.....             | 0.93                                 | 1.5636                   | 1.3300                 | 4,780.80          |
| Keokuk & Western.....                        | 0.6506                               | 1.24                     | 1.004                  | 2,149.60          |
| Mason City & Fort Dodge.....                 | 0.164                                | 0.375                    | .539                   | 2,17.03           |
| Council Bluffs & St. Louis.....              | 1.219                                | 1.435                    | 1.366                  | 3,167.53          |
| Clarinda & St. Louis.....                    | .901                                 | 0.1296                   | .2197                  | 387.54            |
| Centerville, Moravia & Albion.....           |                                      |                          |                        | 617.53            |
| NARROW GAUGE ROADS.                          |                                      |                          |                        |                   |
| Burlington & Northwestern.....               |                                      |                          |                        | 851.37            |
| Burlington & Western.....                    | 0.229                                | 0.4907                   | 0.363                  | 462.24            |
| Des Moines, Osceola & Southern.....          |                                      |                          |                        | 694.48            |
| St. Louis, Des Moines & Northern.....        | 0.609                                | 1.1200                   | 0.863                  | 1,030.19          |
| Cedar Rapids & Marion Street Railway.....    |                                      |                          |                        | 2,193.61          |

COMPARATIVE TABLE OF EARNINGS PER TRAIN MILE FOR THE YEARS 1887,  
1886, 1884, 1882, 1880.

| RAILROADS.                                  | 1887.  | 1886.  | 1884.  | 1882.  | 1880. |
|---|--------|--------|--------|--------|-------|
| Burlington, Cedar Rapids & Northern.....    | 1.0754 | 1.1186 | 1.212  | 0.1249 | 1.64  |
| Central Iowa.....                           | .8867  | 1.028  | 1.176  | 1.539  | 1.614 |
| Chicago, Burlington & Quincy.....           | 1.41   | 1.51   | 1.51   | 1.48   | 1.498 |
| Chicago, Burlington & Kansas City.....      | .9800  | 0.885  | 0.879  |        |       |
| Kansas City, St. Jo & Council Bluffs.....   | 1.7350 | 1.61   | 1.780  | 1.66   |       |
| St. Louis, Keokuk & Northwestern.....       | 1.4660 | 1.246  | 1.198  |        | 1.90  |
| Chicago, Iowa & Dakota.....                 | 1.0132 | 1.31   |        |        |       |
| Chicago, Milwaukee & St. Paul.....          | 1.4700 | 1.51   | 1.57   | 1.61   | 1.63  |
| Chicago & Northwestern.....                 | 1.3610 | 1.4638 | 1.5167 | 1.9456 | 1.65  |
| Chicago, Rock Island & Pacific.....         | 1.3200 | 1.41   | 1.50   | 1.69   | 1.54  |
| Chicago, St. Paul, Minneapolis & Omaha..... | 1.4540 | 1.113  | 1.489  | 1.5815 | 1.27  |
| Crooked Creek.....                          |        | 1.14   | 1.01   | 1.054  |       |
| Des Moines & Fort Dodge.....                | 1.0200 | 1.19   | 1.26   | 2.086  | 1.983 |
| Humeston & Shenandoah.....                  | .9800  | 1.20   | 0.95   |        |       |
| Illinois Central.....                       | 1.13   | 1.22   | 1.45   | 1.54   | 1.45  |
| Chicago, St. Paul & Kansas City.....        | 1.18   | 1.048  |        |        |       |
| Minnesota & Northwestern.....               | 0.90   | 0.502  | 2.8003 | 1.57   |       |
| Iowa Northern.....                          | 7.77   | 0.818  |        |        |       |
| Minneapolis & St. Louis.....                | 1.2954 | 1.322  | 1.358  | 1.266  | 1.60  |
| Ottumwa & Kirksville.....                   |        | 1.48   |        |        |       |
| St. Louis & Pacific.....                    | 2.1549 | 2.4753 | 2.14   | 1.6023 | 1.69  |
| Wabash, St. Louis & Pacific.....            | 1.330  | 1.22   | 1.1832 | 1.218  | 0.97  |
| Keokuk & Western.....                       | 1.604  | 1.12   |        |        |       |
| Mason City & Fort Dodge.....                | .539   |        |        |        |       |
| Council Bluffs & St. Louis.....             | 1.266  | 1.261  |        |        |       |
| Chicago & St. Louis.....                    | 0.2197 | 0.3203 |        |        |       |
| NARROW GAUGE ROADS.                         |        |        |        |        |       |
| Burlington & Northwestern.....              |        | 1.830  | 0.8522 | 0.7604 | 1.43  |
| Burlington & Western.....                   | 0.363  | 0.532  | 0.3308 |        |       |
| St. Louis, Des Moines & Northern.....       | 0.863  | 0.928  | 1.048  |        |       |

## CLASSIFICATION OF EXPENSES (TOTAL LINES.)

|   |                  |
|---|------------------|
| Maintenance of way.....                 | \$ 14,250,654.62 |
| Motive power and cars.....              | 8,971,307.62     |
| Conducting transportation.....          | 30,760,683.52    |
| General expenses.....                   | 8,714,158.17     |
| Total.....                              | \$ 62,696,203.93 |
| Expenses per mile of road operated..... | 3,887.51         |
| Proportion of expenses for Iowa.....    | 24,152,990.71    |
| Taxes paid in Iowa.....                 | 1,011,536.85     |
| Rental of track, total lines.....       | 1,757,602.91     |
| Rental of track in Iowa.....            | 960,192.77       |

## CLASSIFICATION OF EXPENSES IN DETAIL.

| CLASSIFICATION.                                | Amount.          |
|--|------------------|
| Repairs of road bed and track.....             | \$ 6,901,115.13  |
| Renewal of rails.....                          | 1,852,468.67     |
| Renewal of ties.....                           | 1,974,286.76     |
| Repairs of bridges and culverts.....           | 1,628,496.21     |
| Repairs of fences and road crossings.....      | 446,861.87       |
| Repairs of buildings.....                      | 1,154,086.71     |
| Repairs of locomotives.....                    | 3,697,629.17     |
| Repairs of passenger cars.....                 | 1,382,666.07     |
| Repairs of freight cars.....                   | 3,224,160.06     |
| Fuel for locomotives.....                      | 6,492,565.75     |
| Water supply.....                              | 450,895.77       |
| Oil and waste.....                             | 610,800.15       |
| Locomotive service.....                        | 6,879,331.00     |
| Passenger train service.....                   | 1,302,191.62     |
| Passenger train supplies.....                  | 257,213.84       |
| Mileage of passenger cars (debit balance)..... | 257,544.50       |
| Freight train service.....                     | 3,180,615.02     |
| Freight train supplies.....                    | 142,912.47       |
| Mileage of freight cars (debit balance).....   | 458,975.05       |
| Telegraph expenses.....                        | 1,020,218.43     |
| Loss and damage to freight and baggage.....    | 160,773.63       |
| Damage to property and cattle.....             | 344,535.18       |
| Personal injuries.....                         | 520,422.56       |
| Agents and station service.....                | 7,783,474.96     |
| Station supplies.....                          | 531,917.52       |
| General superintendence.....                   | 2,163,990.16     |
| Legal expenses.....                            | 410,787.83       |
| Insurance.....                                 | 1,570,328.30     |
| Stationery and printing.....                   | 146,545.06       |
| Outside agencies and advertising.....          | 854,867.45       |
| Miscellaneous and contingencies.....           | 831,386.21       |
| Total taxes paid.....                          | 3,169,092.24     |
| Total.....                                     | \$ 61,602,004.05 |



## OPERATING EXPENSES COMPARED WITH EARNINGS.

| RAILROADS.                                  | Earnings per train mile. | Operating expenses per train mile. | Difference. | Percentage of expenses to earnings. | Percentage of net earnings to capital stock and debt. | Percentage of net earnings to operating expenses and equipment. |
|---|--------------------------|------------------------------------|-------------|-------------------------------------|---|---|
| Burlington, Cedar Rapids & Northern.....    | 1.0754                   | 0.7767                             | .2987       | 71.321                              | 3.89  | 3.70  |
| Central Iowa .....                          | 0.8867                   | 0.8365                             | .0502       | 92.97                               | 0.01  | 0.01  |
| Chicago, Burlington & Quincy.....           | 1.41                     | .88                                | .53         | 61.90                               | 5.78  | 7.03  |
| Chicago, Burlington & Kansas City.....      | 0.98                     | 0.820                              | .160        | 81.50                               | 0.06  | 0.05  |
| Kansas City, St. Jo & Council Bluffs.....   | 1.7350                   | 1.0160                             | 0.7190      | 58.58                               | 2.74  | 2.71  |
| St. Louis, Keokuk & Northwestern.....       | 1.468                    | 0.93                               | 0.536       | 63.50                               | 2.91  | 3.15  |
| Chicago, Iowa & Dakota.....                 | 1.0152                   | 0.9020                             | .1132       | 88.85                               | 0.05  | 0.05  |
| Chicago, Milwaukee & St. Paul.....          | 1.47                     | 0.88                               | .5900       | 59.17                               | 6.13  | 6.05  |
| Chicago & Northwestern.....                 | 1.361                    | 0.7902                             | .5708       | 57.36                               | 6.32  | 7.26  |
| Chicago, Rock Island & Pacific.....         | 1.32                     | 0.90                               | .42         | 63.95                               | 4.10  | 4.70  |
| Keokuk & Des Moines .....                   |                          |                                    |             |                                     |   |   |
| Chicago, St. Paul, Minneapolis & Omaha..... | 1.4540                   | .0928                              | .56         | 63.00                               | 3.11  | 3.27  |
| Crooked Creek .....                         |                          |                                    |             | 77.50                               | 0.01  | 0.01  |
| Webster City & Southwestern .....           |                          |                                    |             |                                     |   |   |
| Des Moines & Fort Dodge.....                | 1.02                     | 0.82                               | .22         | 79.00                               | 0.01  | 0.01  |
| Humeston & Shenandoah.....                  | 0.99                     | 0.84                               | .15         | 84.50                               | 0.01  | 0.01  |
| Illinois Central .....                      | 1.18                     | 0.79                               | .39         | 65.00                               |   |   |
| Chicago, St. Paul & Kansas City.....        | 1.16                     | 0.76                               | .40         | 65.63                               | 4.38  | 4.38  |
| Minnesota & Northwestern .....              | 0.90                     | 0.68                               | .22         | 69.45                               | 5.60  | 5.60  |
| Iowa Northern .....                         | 1.27                     | 0.424                              | 0.846       | 54.70                               | 4.27  | 3.99  |
| Minneapolis & St. Louis.....                | 1.2854                   | 0.88                               | .4154       | 65.64                               | 2.69  | 2.78  |
| Ottumwa & Kirksville .....                  |                          |                                    |             | 43.13                               | 3.91  | 4.14  |
| Prairie du Chien & McGregor.....            |                          |                                    |             | 85.00                               | 9.24  | 9.24  |
| Sioux City & Pacific .....                  | 2.1549                   | 1.1197                             | 1.1352      | 50.14                               | 3.78  | 5.04  |
| Union Pacific.....                          |                          |                                    |             |                                     |   |   |
| Wabash, St. Louis & Pacific.....            | 1.33                     | 0.94                               | .39         | 68.68                               | 3.10  | 2.10  |
| Keokuk & Western .....                      | 1.004                    | 0.94                               | .064        | 82.00                               | 0.01  | 0.01  |
| Centerville, Moravia & Albia.....           |                          |                                    |             | 133.40                              |   |   |
| Mason City & Fort Dodge.....                | 0.539                    | 0.6797                             | .1407       | 128.00                              |   |   |
| Council Bluffs & St. Louis.....             | 1.366                    | 0.9549                             | .4111       | 69.90                               | 5.10  | 5.10  |
| Clarinda & St. Louis .....                  | 0.2197                   | 0.2989                             | .0792       | 136.00                              |   |   |
| NARROW GAUGE ROADS.                         |                          |                                    |             |                                     |   |   |
| Burlington & Northwestern.....              |                          |                                    |             | 75.00                               | 2.00  | 2.00  |
| Burlington & Western .....                  | 0.363                    | 0.387                              | 0.024       |                                     |   |   |
| Des Moines, Osceola & Southern.....         |                          | 0.267                              |             | 07.50                               |   |   |
| Ft. Madison & Northern .....                |                          |                                    |             | 70.50                               |   |   |
| St. Louis, Des Moines & Northern.....       | 0.8630                   | 0.802                              | .0610       | 02.44                               |   |   |
| Cedar Rapids & Marion Street Railway .....  |                          |                                    |             | 91.00                               | 2.14  | 2.14  |

## OPERATING EXPENSES AND EARNINGS FOR IOWA.

|   |                  |
|---|------------------|
| The gross earnings for Iowa for year ending June 30, 1886, were.....      | \$ 36,018,106.54 |
| The operating expenses for Iowa for year ending June 30, 1886, were ..... | 22,531,555.10    |
| The net earnings were .....   | \$13,086,551.44  |
| Or \$1,730.00 per mile on a mileage as reported of 7,564.47.              |                  |
| The gross earnings for Iowa for year ending June 30, 1887, were.....      | \$ 37,529,730.62 |
| The operating expenses for Iowa for year ending June 30, 1887, were ..... | 24,152,930.71    |
| The net earnings were .....   | \$ 13,376,799.91 |
| Or \$1,672.73 per mile on a reported mileage of 7,997.50.                 |                  |

The operating expenses for the year were an increase from the former year of \$1,221,435.61.

The earnings were an increase of \$1,511,624.08, or the increase of the net earnings for Iowa over the previous year was \$290,188.47.

The earnings of the Burlington, Cedar Rapids & Northern have increased \$73,415.02; of the Chicago, Burlington & Quincy, \$111,170.48; of the Kansas City, St. Jo & Council Bluffs, \$255,705.56; of the St. Louis, Keokuk & Northwestern, \$56,562.15; of the Chicago, Iowa & Dakota, \$3,509.53; of the Chicago, Milwaukee & St. Paul, \$720,269.63; of the Chicago & Northwestern, \$1,968,716.65; of the Chicago, Rock Island & Pacific, \$77,345.97; of the Crooked Creek, \$18,304.28; of the Illinois Central, \$17,339.44; of the Chicago, St. Paul & Kansas City, \$45,959.29; of the Minnesota & Northwestern, \$798,986.59; of the Minneapolis & St. Louis, \$8,100.91; of the Keokuk & Western, \$28,550.51; of the Centerville, Moravia & Albia, \$14,820.84; of the Mason City & Fort Dodge, \$20,908.51; of the Council Bluffs & St. Louis, \$336,988.15; of the Clarinda & St. Louis, \$6,196.01; of the Burlington & Northwestern, \$4,104.18; of the Des Moines, Osceola & Southern, \$253.64.

The earnings of the following roads have decreased: Of the Central Iowa, \$18,587.11; of the Chicago, St. Paul, Minneapolis & Omaha, \$442,641.76; of the Des Moines & Ft. Dodge, \$27,264.14; of the Humeston & Shenandoah, \$21,309.79; of the Iowa Northern, \$705.47; of the Ottumwa & Kirksville, \$22,078.79; of the Prairie du Chien & McGregor, \$1,827.10; of the Sioux City & Pacific, \$7,503.63; of the Wabash, St. Louis & Pacific, \$4,432,379.00 (the mileage that this road reports has been so materially lessened by dividing up the property that this item really should have no place in any discussion involving the relative earning power of the railway properties reporting); of the Burlington & Western, \$4,035.63; of the St. Louis, Des Moines & Northern, \$2,963.35; of the Cedar Rapids & Marion Street Railway, \$7,805.26.

## PERCENTAGE OF OPERATING EXPENSES TO EARNINGS.

The roads showing the lowest percentage of operating expenses to earnings are the Ottumwa & Kirksville, 43.13; Sioux City & Pacific, 50.14; Iowa Northern, 54.70; the Kansas City, St. Jo & Council Bluffs, 55.58; the Chicago & Northwestern, 57.36; the Chicago, Milwaukee & St. Paul, 59.17; the Chicago, Burlington & Quincy, 61.90; the St. Louis, Keokuk & Northwestern, 63.50; the Chicago, St. Paul, Minneapolis & Omaha, 63.60; the Chicago, Rock Island & Pacific, 63.95;



the Chicago, St. Paul & Kansas City, 65.63; the Minneapolis & St. Louis, 65.64; the Wabash, St. Louis & Pacific, 68.68; the Minnesota & Northwestern, 69.46; the Council Bluffs & St. Louis, 69.90; the Burlington, Cedar Rapids & Northern, 71.32. Five roads show an excess of operating expenses over earnings: The St. Louis, Des Moines & Northern reports that it costs 102.44 per cent of its earnings to operate the road; the Des Moines, Osceola & Southern, 107.50; the Mason City & Ft. Dodge, 126.00; the Centerville, Moravia & Albia, 133.40; the Clarinda & St. Louis, 136.00.

The highest percentage of net earnings to capital stock and debt was the Prairie du Chien & McGregor, 9.24; the Chicago & Northwestern, 6.32; the Chicago, Milwaukee & St. Paul, 6.13; the Chicago, Burlington & Quincy, 5.75; the Minnesota & Northwestern, 5.60; the Council Bluffs & St. Louis, 5.10; the Iowa Northern, 4.27; the Chicago, St. Paul & Kansas City, 4.38; the Chicago, Rock Island & Pacific, 4.10; the Burlington, Cedar Rapids & Northern, 3.89; the Ottumwa & Kirkville, 3.94.

#### EARNINGS COMPARED WITH OPERATING EXPENSES.

Seventeen roads on their entire lines show, as applicable to dividends after paying operating expenses, interest and rental an excess of \$25,413,983.99; five roads a deficit of \$861,238.22, leaving on the entire lines of these roads an excess of \$24,522,655.77, profit on a capital of \$422,236,690.71.

Thirteen roads on their lines in Iowa show, as applicable to dividends and surplus after paying operating expenses, interest and rentals, \$4,567,841.09. Eighteen show a deficit of \$1,170,349.20, leaving on the entire lines in Iowa \$3,397,491.89 profit on capital stock of \$147,350,517.48, or 2.22 per cent.

#### CONDITION OF ROADS IN IOWA.

The railroads in the State being parts of systems belonging to several States, are treated by the companies owning them to a great extent as one property. The capital, the debt, the earnings, the expenses, the interest and dividends, are not in their accounts apportioned to the States through which they run, and the relation of the whole property to its parts is not defined. It has been the effort of the Commissioners to get some basis by which the property in the State might be compared with itself. Table fourteen has been compiled for this purpose.

As above stated the total length of the road in the State is seven thousand, nine ninety seven and fifty hundredths miles. The amount of capital stock representing this amount of railway is \$147,350,517.48; the indebtedness is \$150,296,919.87; the cost of this property is reported as \$285,631,156.63; the proportion of earnings applicable to this much road is \$37,529,550.62, the proportion of expenses is \$24,134,649.22; the interest paid on roads in Iowa is \$6,581,478.56; the interest accrued and not paid is \$911,912.33. The dividends paid are \$4,091,313.91.

The total number of employes in the State is 29,078. The amount paid employes during the year is \$15,146,234.84.

#### PROPERTY ACCOUNTS.

Changes and credits by which the capital and debt have been increased during the year on the entire lines.

| CONSTRUCTION.   | AMOUNTS.         |
|---|------------------|
| Grading .....   | \$ 1,323,105.31  |
| Bridging .....  | 862,048.84       |
| Superstructure, including rails .....                               | 3,802,512.55     |
| Land, land damages and fences .....                                 | 841,786.61       |
| Passenger and freight stations, coal sheds and water stations ..... | 451,844.92       |
| Engine houses, car sheds and turntables .....                       | 178,910.82       |
| Machine shops, including machinery and tools .....                  | 154,974.98       |
| Engineering—salaries, agencies and construction expenses .....      | 169,637.95       |
| Purchase of other roads .....                                       | 19,796,763.20    |
| Total for construction .....  | \$ 27,850,359.74 |
| EQUIPMENT.  |                  |
| Locomotives .....   | 1,873,880.31     |
| Passenger, express and baggage cars .....                           | 601,447.52       |
| Freight and other cars .....  | 2,274,484.85     |
| Total for equipment .....   | \$ 3,842,903.42  |
| Other expenditures charged to property accounts .....               | 12,858.16        |
| Total expenditures charged to property accounts .....               | 31,706,322.05    |
| Credits to property accounts .....                                  | 13,507,502.79    |
| Net addition to property accounts .....                             | \$ 18,198,819.26 |

#### TAXES.

The total amount of taxes paid by the railroads during the year, in the State of Iowa, was \$1,011,202.86. The taxes paid by the railroads in 1878, were \$594,912.65; in 1879, \$584,169.79; in 1880, \$591,848.08; in 1881, \$628,611.51; in 1882, \$707,660.31; in 1883, \$830,665.67; in 1884, \$881,149.36; in 1885, \$768,274.43; in 1886, \$962,229.04.



The largest amounts paid by single corporations were by the Chicago, Rock Island & Pacific, \$181,118.17; by the Chicago & Northwestern, \$170,310.54; by the Chicago, Milwaukee & St. Paul, \$167,262.29; by the Chicago, Burlington & Quincy, \$151,024.33; by the Burlington, Cedar Rapids & Northern, \$74,126.04; by the Illinois Central, \$65,566.78; by the Central Iowa, \$49,616.08; by the Union Pacific, \$35,961.70; by the Wabash, St. Louis & Pacific, \$12,288.30; by the Des Moines & Fort Dodge, \$17,458.34; by the Minneapolis & St. Louis, \$12,172.99; by the Sioux City & Pacific, \$15,354.31; by the Humeston & Shenandoah, \$8,333.98; by the Council Bluffs & St. Louis, \$5,606.33; by the Kansas City, St. Jo & Council Bluffs, \$5,888.11.

The mileage has increased, since the establishment of this Board, from 4,157 miles to 7,977.51 miles; the revenue to the State from taxation of the roads, from \$594,912.65 to \$1,011,830.85.

#### THE TOTAL TRACK IN THE STATE.

The total number of miles of road reported in operation June 30, 1887, was 7,997.51.

Poor's Manual for 1887 gives the railway mileage of the United States, December 31, 1886, 137,986.19 miles. He gives at the close of the year 1884, the total mileage of Europe, 108,056; of Asia, 13,216; of Africa, 4,282; of Australia, 7,727; of America, outside of the United States, 24,809. Of this latter nearly one-half is in Canada. The total mileage of the world at that date was 299,217 miles; of this amount the United States then had 125,378 miles.

On December 31, 1886, he reports the mileage of Illinois, 9,275.69; of Iowa, 7,934.80; of Pennsylvania, 7,871.56; New York, 7,481.40; Ohio, 7,456.18; Texas, 7,295.27; Kansas, 6,119.40; Indiana, 5,711.19; Michigan, 5,635.82; Missouri, 5,068.32; Wisconsin, 4,869.17; Minnesota, 4,823.11.

#### ROADS LEASED.

The roads leased in the State are so largely owned by the lessees that it will probably be not out of place to treat them as parts of the roads. They are reported owned, 6,970.76; leased, 1,026.74. Total, 7,997.50.

Sidings, 1,349.53.

The total number of miles of double track reported is 79.16. Of this, 72.16 belongs to the Chicago, Burlington & Quincy, four to the

Chicago, Rock Island & Pacific, one to the Chicago, Milwaukee & St. Paul, and two to the Union Pacific.

#### STEEL AND IRON RAILS IN IOWA.

| RAILROADS.                                  | Miles of steel rails. | Miles of iron rails. | Total miles. |
|---|-----------------------|----------------------|--------------|
| Burlington, Cedar Rapids & Northern.....    | 700.36                | 160.86               | 861.22       |
| Burlington & Missouri River.....            | 3.86                  |                      | 3.86         |
| Central Iowa.....                           | 185.61                | 213.79               | 409.40       |
| Chicago, Burlington & Quincy.....           | 558.33                | 235.56               | 793.89       |
| Chicago, Burlington & Kansas City.....      | 34.95                 | 42.68                | 77.63        |
| Kansas City, St. Jo. & Council Bluffs.....  | 52.00                 | 6.35                 | 58.35        |
| St. Louis, Keokuk & Northern.....           | 3.02                  | 49.05                | 52.07        |
| Chicago, Iowa & Dakota.....                 | 26.50                 |                      | 26.50        |
| Chicago, Milwaukee & St. Paul.....          | 1,048.84              | 478.29               | 1,527.13     |
| Chicago & Northwestern.....                 | 1,016.87              | 131.63               | 1,148.50     |
| Chicago, Rock Island & Pacific.....         | 751.50                | 169.20               | 920.70       |
| Keokuk & Des Moines.....                    |                       |                      |              |
| Chicago, St. Paul, Minneapolis & Omaha..... | 56.16                 | 18.38                | 74.54        |
| Crooked Creek.....                          | 16.50                 | 6.70                 | 23.20        |
| Des Moines & Fort Dodge.....                | 90.90                 | 46.93                | 137.83       |
| Hameston & Shenandoah.....                  | 6.00                  | 89.00                | 95.00        |
| Illinois Central.....                       | 274.86                | 127.30               | 402.16       |
| Chicago, St. Paul & Kansas City.....        | 114.27                |                      | 114.27       |
| Minneapolis & Northern.....                 | 194.15                | 132.04               | 326.19       |
| Iowa Northern.....                          |                       | 5.93                 | 5.93         |
| Minneapolis & St. Louis.....                | 44.60                 | 94.70                | 139.30       |
| Ottumwa & Kirkville.....                    | 1.72                  | 1.61                 | 3.33         |
| Prairie du Chien & McGregor.....            | .25                   |                      | .25          |
| Sioux City & Pacific.....                   | 34.00                 | 46.47                | 80.47        |
| Union Pacific.....                          | 6.42                  |                      | 6.42         |
| Wabash, St. Louis & Pacific.....            | 22.00                 | 203.27               | 225.27       |
| Keokuk & Western.....                       | 16.00                 | 56.74                | 72.74        |
| Centerville, Moravia & Albia.....           |                       | 24.00                | 24.00        |
| Mason City & Fort Dodge.....                | 88.40                 | 3.00                 | 91.40        |
| Council Bluffs & St. Louis.....             | 67.00                 |                      | 67.00        |
| Clarinda & St. Louis.....                   |                       | 11.50                | 11.50        |
| NARROW GAUGE ROADS.                         |                       |                      |              |
| Burlington & Northwestern.....              |                       | 38.77                | 38.77        |
| Burlington & Western.....                   |                       | 70.70                | 70.70        |
| Des Moines, Osceola & Southern.....         | 13.00                 | 88.00                | 101.00       |
| Pt. Madison & Northwestern.....             |                       | 45.00                | 45.00        |
| St. Louis, Des Moines & Northern.....       | 38.86                 |                      | 38.86        |
| Cedar Rapids & Marion Street Railway.....   |                       | 13.00                | 13.00        |
| Total.....                                  | 5,479.52              | 2,657.23             | 8,136.75     |

#### ROAD BED AND TRACK.

The total number of track sections reported in Iowa is 1,354, varying from five to seven miles. On each of these from three to seven men are employed, averaging five. The number of new ties laid within the year was 21,928. The oak ties last in track an average of eight years; cedar from five to six. There were 36,764 tons of new steel laid in track during the year.

#### FENCING.

Seven thousand, seven hundred and seventy-eight miles of fencing are reported. The number of miles of fence needed to complete the



track is 3,447. This would complete the fencing of all roads in the State. We again repeat what we said upon this subject in 1885. Our convictions of the position then taken have been strengthened by observation and the admission of railroad officers who then disagreed with us:

"The barbed wire fences cost less than fifty cents per rod; at this rate, no road, however poor, can afford to be without fences. The time has arrived when the legislature should pass a law requiring all roads in operation to be fenced, and all built in the future to be fenced within a reasonable time after the track is laid, and this time should be fixed in the law. The safety of trains and passengers requires this, and the land-holder has by this time acquired the right to protection. The cases that come before this Board, where the greatest injustice is done the property-holder, are those where the companies refuse to fence, availing themselves of the law that allows them to pay for stock killed; we are powerless to afford any remedy, and can only urge the immediate passage of some law upon this subject that will remedy the evil."

#### TELEGRAPH LINES.

Most of the telegraph lines in the State are owned by the Western Union Telegraph Company, although the railroad companies own and have the exclusive rights of certain wires on that system. The reports show that 3,359 miles are owned by railway companies and the balance, 5,975 miles, by the Western Union Telegraph Company.

#### TRAIN-MILEAGE.

|  |               |
|--|---------------|
| The total number of miles run by passenger trains was .....              | 28,196,101    |
| The total number of miles run by freight trains was .....                | 46,402,787    |
| The total number of miles run by switching trains was .....              | 15,119,697    |
| The total number of miles run by construction and other trains was ..... | 4,309,455     |
| Total train mileage .....  | 90,924,990    |
| The total number of passengers carried was .....                         | 26,796,907    |
| The total number of passengers carried one mile was .....                | 870,845,145   |
| The total number of tons of freight was .....                            | 39,592,161    |
| The total number of tons of freight carried one mile was .....           | 6,565,196,592 |

The average distance traveled by each passenger was about 30.11 miles; average amount paid was 87 cents. The maximum rate is fixed by statute.

#### COMMUTATION TICKETS.

Before the passage of the inter-state commerce law, discounts were made on through tickets and most of the roads sold thousand mile tickets to commercial travelers at a reduction of 33 per cent from regular rates or at two cents per mile. Recently the companies were selling 2,000 mile tickets at two cents per mile to all parties applying.

#### SPEED OF TRAINS.

Speed of passenger trains varies from twenty to thirty miles per hour; of freight trains from ten to fifteen miles per hour.

#### FREIGHT CAR MILEAGE.

The freight car mileage reported is as follows:

|   |             |
|---|-------------|
| Number of miles run by loaded freight cars east and south ..... | 309,927,051 |
| Number of miles run by loaded freight cars west and north ..... | 359,598,532 |
| Number of miles run by empty freight cars east and south .....  | 136,042,211 |
| Number of miles run by empty freight cars west and north .....  | 94,118,632  |
| Total freight car mileage .....                                 | 900,135,149 |

The number of empty cars hauled east and south is about 33.5 per cent of all the cars hauled east and south. The number of empty cars hauled west and north, 26.66 per cent of all cars hauled west and north. The percentage of empty to loaded cars is 25.58. This indicates, as well as the figures above given, that the tonnage in both directions is nearly the same in amount.

#### FREIGHT RATES PER TON PER MILE.

The following table gives the amount of freight charges per ton per mile in cents and fractions of cents for the railroads doing business in Iowa since the establishment of this Board.



## FREIGHT PER TON PER MILE.

| RAILROADS.                                  | 1887. | 1888. | 1889. | 1890. | 1891. | 1892. | 1893. | 1894. | 1895. |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Burlington, Cedar Rapids & Northern.....    | 1.10  | 1.18  | 1.34  | 1.22  | 1.33  | 1.98  | 2.20  | 2.24  | 2.24  |
| Central Iowa.....                           | 0.99  | 1.19  | 1.21  | 1.38  | 1.69  | 2.14  | 2.15  | 2.19  | 2.19  |
| Chicago, Burlington & Quincy.....           | 0.89  | ..... | .93   | 1.00  | 1.06  | 1.05  | .91   | 1.24  | 1.24  |
| Chicago, Burlington & Kansas City.....      | ..... | ..... | 1.53  | 1.87  | 1.75  | 1.79  | 1.70  | 2.32  | 2.32  |
| Kansas City, St. Jo & Council Bluffs.....   | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| St. Louis, Keokuk & Northwestern.....       | 1.50  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chicago, Iowa & Dakota.....                 | 1.14  | 1.25  | 1.36  | 1.43  | 1.60  | 1.77  | 1.72  | 1.92  | 1.92  |
| Chicago, Milwaukee & St. Paul.....          | 1.10  | 1.18  | 1.29  | 1.42  | 1.47  | 1.47  | 1.46  | 1.76  | 1.76  |
| Chicago & Northwestern.....                 | 1.01  | 1.06  | 1.10  | 1.18  | 1.24  | 1.22  | 1.21  | 1.57  | 1.57  |
| Chicago, Rock Island & Pacific.....         | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Keokuk & Des Moines.....                    | 1.18  | 1.26  | 1.43  | 1.26  | 1.40  | 1.17  | 1.72  | 1.83  | 1.83  |
| Chicago, St. Paul, Minneapolis & Omaha..... | 8.00  | 8.80  | 9.75  | 9.00  | 9.00  | 13.00 | 8.75  | 8.75  | 8.75  |
| Crooked Creek.....                          | 1.06  | 1.80  | 2.31  | 2.36  | 3.08  | 4.38  | 4.58  | 4.76  | 4.76  |
| Des Moines & Fort Dodge.....                | ..... | ..... | 1.07  | 1.14  | ..... | ..... | ..... | ..... | ..... |
| Hampton & Shenandoah.....                   | 1.30  | 1.62  | 1.41  | 1.68  | 1.60  | 1.58  | 1.96  | 1.96  | 1.96  |
| Illinois Central.....                       | 1.97  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chicago, St. Paul & Kansas City.....        | .97   | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Minnesota & Northwestern.....               | 6.25  | 7.80  | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Iowa Northern.....                          | 1.20  | 1.10  | 1.27  | 1.00  | .71   | 1.70  | 1.70  | ..... | ..... |
| Minneapolis & St. Louis.....                | 0.88  | 1.59  | 1.04  | 2.00  | ..... | ..... | ..... | ..... | ..... |
| Ottumwa & Kirksville.....                   | 1.67  | 1.75  | 2.28  | 2.28  | 1.98  | 2.25  | 1.83  | 2.44  | 2.44  |
| Sioux City & Pacific.....                   | 0.84  | .79   | .80   | .95   | .96   | .89   | .79   | 1.37  | 1.37  |
| Wabash, St. Louis & Pacific.....            | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Keokuk & Western.....                       | 0.98  | 0.97  | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Mason City & Ft. Dodge.....                 | 0.56  | 0.20  | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Council Bluffs & St. Louis.....             | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Clarinda & St. Louis.....                   | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| NARROW GAUGE ROADS.                         | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Burlington & Northwestern.....              | 4.35  | 4.25  | 4.64  | 4.24  | 4.26  | 5.05  | 5.90  | ..... | ..... |
| Burlington & Western.....                   | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Des Moines, Oskola & Southern.....          | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Fort Madison & Northwestern.....            | 7.15  | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| St. Louis, Des Moines & Northern.....       | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Cedar Rapids & Marion Street Railway.....   | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

The amount that it costs to move freight per ton per mile is not generally returned, and it is claimed by most of the roads that it is impossible to separate many expenses that are common to both passenger and freight traffic. We are inclined to believe this claim is well founded and that the cost of handling a ton of freight per mile can only be approximated. The Burlington, Cedar Rapids & Northern reports 0.77; the Central Iowa, 1.05; the Chicago, St. Paul, Minneapolis & Omaha, 0.77; the Des Moines & Fort Dodge, 0.40; the Minnesota & Northwestern, 0.45; the Minneapolis & St. Louis, 0.40; the Wabash, St. Louis & Pacific, 0.57; the Council Bluffs & St. Louis, 0.65; the Clarinda & St. Louis, 0.80. These returns are not valuable, as it is evident that the same elements do not enter into the determination of cost.

## PERCENTAGE OF PURELY LOCAL STATE FREIGHT.

As stated last year, it has been the effort of the Commissioners to ascertain if possible the amount of freight originating in the State and carried to points in the State. They have hitherto called this "local freight," which has led to some confusion, as many of the rail-

roads report all the freight except that which goes from one terminus of the road to the other as local; they in the future will designate this as State freight, in contra distinction to inter-State, which they will include as all freight taken up in the State and carried to points outside the State, as well as that which originates outside the State and is carried across the State to points outside the State. The information furnished in answer to their inquiries in this direction has hitherto been far from satisfactory and the object of the question so generally misunderstood, that it is hardly safe to reach a conclusion. The Burlington, Cedar Rapids & Northern reports 26.30; the Chicago, Burlington & Quincy, 13.80; the Chicago, Rock Island & Pacific, 24.36; the Chicago, St. Paul, Minneapolis & Omaha, 20.8; Illinois Central, 28.00 (they assume, however, that it will not exceed twenty-two per cent).

## EQUIPMENT.

The total number of locomotives reported is 3,194. The weight for standard gauge is from thirty to eighty-one tons; of the narrow gauge from eighteen to twenty-two. The total number of cars reported is 91,097. Of these 1,329 are passenger cars; 654 baggage and mail cars; 198 parlor, dining and sleeping cars; 53,921 box freight cars; 8,868 stock cars; 18,600 platform and coal cars; 7,408 other cars.

## EQUIPMENT FOR IOWA.

The equipment of the roads in Iowa and the proportion of equipment of the roads in other States that have part of their lines in Iowa (as estimated) is as follows: locomotives, 1,177; passenger cars, 638; baggage, mail and express cars, 255; box freight cars, 18,681; stock cars, 3,116; coal and platform cars, 7,973; other cars, 2,479; total cars, 33,142.

## STATIONS.

The total number of stations reported is 3,615; stations in Iowa, 1,379.

## EMPLOYEES.

The total number of persons reported as regularly employed in operating the roads reporting is 84,860; of the roads in Iowa, 29,078. The amount paid for personal services on the entire lines is \$43,353,-

793.61; for personal services in Iowa is \$15,146,234.84; or nearly 41 per cent of the entire earnings.

#### TRUSS BRIDGES.

The total number of wooden truss bridges reported is 263; the length, 33,223 feet; Of combination truss bridges, 163; the length, 27,522 feet. Of iron truss bridges, 112; the length, 21,953 feet.

#### WOODEN TRESTLE AND PILE BRIDGES.

The total number of wooden trestle and pile bridges is 11,243; the length, 930,098 feet; or more than 176 miles.

#### IRON TRESTLES.

The number of iron trestles is 15; their length is 3,397 feet.

#### ARCH CULVERTS.

The total number of arch culverts, with twenty feet opening or more, is 64; with less than twenty feet is 862.

#### BOX CULVERTS.

The total number of stone box culverts is 1,686; of timber, 7,324.

#### BRIDGES BUILT WITHIN THE YEAR.

There were built and rebuilt within the year 45,169 lineal feet of bridges.

#### CATTLE GUARDS.

The number of cattle guards reported is 13,427.

#### RAILROAD CROSSINGS.

The number of railroad crossings at grade is 301; over or under, 59. Both roads report the same crossings.

#### HIGHWAY CROSSINGS.

The number of highway crossings at grade is reported as 8,172; over track, 121; under track, 186; bridges, twenty feet above rail, 80; less than twenty feet, 31; highway crossings at which there are flag-

#### IOWA TONNAGE CLASSIFIED.

| ARTICLES CARRIED.                                   | TONS.      | Per cent. |
|---|------------|-----------|
| Grain .....   | 2,969,875  | 21.5      |
| Flour .....   | 331,888    | 2.4       |
| Provisions .....                                    | 263,308    | 1.8       |
| Animals .....                                       | 1,150,329  | 8.2       |
| Other agricultural products .....                   | 566,511    | 4.1       |
| Lumber and forest products .....                    | 1,760,598  | 12.6      |
| Coal .....  | 3,573,743  | 25.5      |
| Lime, cement, etc. ....                             | 302,612    | 2.1       |
| Salt .....  | 102,873    | 0.7       |
| Petroleum and oil .....                             | 78,470     | .6        |
| Iron, steel and castings .....                      | 402,706    | 2.9       |
| Stone and brick .....                               | 297,636    | 2.1       |
| Manufactures .....                                  | 794,307    | 5.7       |
| Merchandise and other articles not enumerated ..... | 1,965,138  | 14.2      |
| Total .....   | 13,969,597 | 100.      |

#### ACCIDENTS TO PERSONS.

During the year 133 persons were killed on the railroads in the State. Of these eight were passengers, fifty-nine employees, and sixty-five others not connected with the operation of the roads. Three were killed by derailments, seven by collisions, three were caught in frogs, nine in coupling cars, twenty three fell from trains, twenty in getting on and off trains, four at highway crossings, twenty-six from miscellaneous causes, nine while stealing rides, three while intoxicated, twenty-four trespassing on track, and two suicides.

There were four hundred and forty persons injured during the year. Of these twenty-eight were passengers, three hundred and fifty-four employees, and fifty-eight others not connected with the operation of the roads nor sustaining the relations of passengers. There were injured by derailments twenty-seven, collisions twenty-two, in coupling cars one hundred and thirty-four, falling from trains thirty-nine, getting on and off trains forty-seven, at highway crossings eight, from miscellaneous causes one hundred and thirty-eight, over head obstructions five, stealing rides nine, trespassing upon track ten, while intoxicated one.

The number killed is one more than the previous year; the number injured is five less.

There were three killed and twenty seven injured by derailments; there were seven killed and twenty-two injured by collisions; there were three killed by being caught in frogs, but none injured. The three killed by being caught in frogs were one on the Chicago & Northwestern, one on the Chicago, Burlington & Northern, and one on the Sioux City & Pacific. The Chicago & Northwestern is using



a full blocking of wood for its frogs, which is not satisfactory, and proposes to adopt the Edward foot guard. The Commissioners are not informed of the safety appliances against this class of accidents used by the Burlington, Cedar Rapids & Northern and the Sioux City & Pacific.

#### COUPLING CARS.

Nine persons were killed and one hundred and thirty-four injured coupling cars. The Commissioners in former reports have called the attention of the legislature to this subject; as yet there has been no action by the State. The Western Car Builders Association has agreed upon couplers of the Janney type as in all respects more fully meeting the conditions of the automatic coupler than any other form. Confining the inventive talent of the country to this type of coupler will have the effect to perfect it, and it may not be unwise for the State and general government to enact some law requiring the adoption of this type of coupler on all new cars and on the renewal of old cars.

|   |     |
|---|-----|
| In 1878, there were killed, coupling cars.....  | 17  |
| In 1878, there were injured, coupling cars..... | 70  |
| In 1879, there were killed, coupling cars.....  | 14  |
| In 1879, there were injured, coupling cars..... | 55  |
| In 1880, there were killed, coupling cars.....  | 17  |
| In 1880, there were injured, coupling cars..... | 87  |
| In 1881, there were killed, coupling cars.....  | 20  |
| In 1881, there were injured, coupling cars..... | 64  |
| In 1882, there were killed, coupling cars.....  | 16  |
| In 1882, there were injured, coupling cars..... | 182 |
| In 1883, there were killed, coupling cars.....  | 16  |
| In 1883, there were injured, coupling cars..... | 98  |
| In 1884, there were killed, coupling cars.....  | 8   |
| In 1884, there were injured, coupling cars..... | 109 |
| In 1885, there were killed, coupling cars.....  | 18  |
| In 1885, there were injured, coupling cars..... | 174 |
| In 1886, there were killed, coupling cars.....  | 10  |
| In 1886, there were injured, coupling cars..... | 126 |
| In 1887, there were killed, coupling cars.....  | 9   |
| In 1887, there were injured, coupling cars..... | 134 |

Since the creation of this Board in 1878, one hundred and forty persons have been killed, and one thousand and ninety-nine persons injured in coupling cars. These are mostly employees whose duty compels them to go where these casualties cannot always be avoided. It is hoped that accidents from this cause may be materially lessened during the coming year, and that the time is not far distant when automatic couplers will be in general use and the recurrence of these ac-

#### FALLING FROM TRAINS.

Twenty-three persons were killed and thirty-nine injured falling from trains. The air-brake when applied to freight trains (which we think cannot long be delayed), will reduce greatly the number of accidents from this cause. We never expect any arrangement can be made to do away with the hand-brake, but cars can be so handled that much of the exposure required on top of trains can be avoided.

#### GETTING ON AND OFF TRAINS WHILE IN MOTION.

Twenty persons were killed and forty-seven injured getting on and off trains while in motion. As a rule this is the result of individual carelessness, and we can suggest no precaution that will prevent a repetition of these accidents.

#### STEALING RIDES.

Nine persons were killed and nine injured stealing rides. There is undoubtedly something fascinating in riding on the trucks of a car, for the position certainly is far from comfortable, and the class that travel in that way have no motive generally other than to gratify a taste for vagrancy. The risk is voluntarily assumed and no one but themselves is responsible for the result.

#### WALKING ON TRACK.

Twenty-four persons were killed and ten injured while walking on the track. The reports of this Board, covering a period of ten years, show that two hundred and seventy-seven persons have been killed and one hundred and seventy-eight injured while walking on track. Sixty-one per cent of these accidents are fatal. We have never believed that the general public appreciated the fact that a railway track is always and under all circumstances a place of danger and should never be used for foot travel except in crossing. Those persons most familiar with the running of trains are more liable to these accidents than others. We see every year additional reasons why walking on railway tracks should be made by statute a penal offense, not especially for the benefit of the railways, but for the safety of the public.



TONNAGE CROSSING THE MISSISSIPPI RIVER FOR THE YEAR ENDING JUNE  
30, 1887.

| LOCATION OF BRIDGE. | East bound. | West bound. | Total.    |
|---------------------|-------------|-------------|-----------|
| McGregor.....       | 305,866     | 273,889     | 579,755   |
| Dubuque.....        | 248,099     | 219,462     | 467,561   |
| Sabula.....         | 585,508     | 739,527     | 1,325,035 |
| Clinton.....        | 1,001,292   | 670,298     | 1,671,590 |
| Davenport.....      | 963,115     | 838,590     | 1,801,705 |
| Keithsburg.....     | 70,639      | 43,688      | 114,327   |
| Burlington.....     | 1,205,379   | 786,450     | 1,992,429 |
| Keokuk.....         | 31,046      | 32,682      | 63,728    |
| Total.....          | 4,411,544   | 3,601,566   | 8,013,110 |

TONNAGE CROSSING THE MISSOURI RIVER FOR THE YEAR ENDING JUNE  
30, 1887.

| LOCATION OF BRIDGE. | East bound. | West bound. | Total.    |
|---------------------|-------------|-------------|-----------|
| Sioux City.....     | 48,450      | 144,030     | 192,480   |
| Blair.....          | 33,324      | 165,577     | 198,901   |
| Council Bluffs..... | 415,131     | 768,380     | 1,183,511 |
| Plattsmouth.....    | 789,926     | 937,160     | 1,727,086 |
| Total.....          | 1,286,831   | 2,015,147   | 3,301,978 |

AVERAGE AMOUNT OF TONNAGE THAT CAN BE HAULED BY AN ENGINE OF A  
GIVEN WEIGHT OVER EACH ROAD IN THE STATE.

| RAILROADS.   | Weight of engine in tons. | Net freight carried. | Net freight per ton of locomotive. |
|--|---------------------------|----------------------|------------------------------------|
| Burlington, Cedar Rapids & Northern.....                             | 40                        | 300                  | 7.50                               |
| Central Iowa.....  | 60                        | 270                  | 4.50                               |
| Chicago Burlington & Quincy—Burlington to Ottumwa, summer.....       | 81                        | 440                  | 5.44                               |
| Chicago Burlington & Quincy—Burlington to Ottumwa, winter.....       | 81                        | 420                  | 5.19                               |
| Chicago Burlington & Quincy—Ottumwa to Chariton, summer.....         | 81                        | 780                  | 9.63                               |
| Chicago Burlington & Quincy—Ottumwa to Chariton, winter.....         | 81                        | 700                  | 8.67                               |
| Chicago Burlington & Quincy—Chariton to Creston, summer.....         | 81                        | 460                  | 5.68                               |
| Chicago Burlington & Quincy—Chariton to Creston, winter.....         | 81                        | 380                  | 4.70                               |
| Chicago Burlington & Quincy—Creston to Pacific Junction, summer..... | 81                        | 500                  | 6.17                               |
| Chicago Burlington & Quincy—Creston to Pacific Junction, winter..... | 81                        | 450                  | 5.63                               |
| Chicago Burlington & Kansas City.....                                | 52                        | 240                  | 4.61                               |
| Kansas City, St. Jo & Council Bluffs.....                            | 47                        | 450                  | 9.56                               |
| Chicago, Iowa & Dakota.....  | 35                        | 400                  | 11.43                              |
| Chicago, Milwaukee & St. Paul—Dubuque Division.....                  | 30                        | 336                  | 11.20                              |
| Chicago, Milwaukee & St. Paul—Narrow gauge roads.....                | 16                        | 70                   | 4.38                               |
| Chicago, Milwaukee & St. Paul—Iowa & Dakota.....                     | 31                        | 192                  | 6.19                               |
| Chicago, Milwaukee & St. Paul—Sioux City & Dubuque.....              | 29                        | 240                  | 8.27                               |
| Chicago, Milwaukee & St. Paul—Ottumwa.....                           | 31                        | 180                  | 5.81                               |
| Chicago, Milwaukee & St. Paul—Iowa & Minnesota.....                  | 42                        | 180                  | 4.29                               |
| Chicago & Northwestern.....  | 26                        | 214                  | 7.28                               |
| Chicago, Rock Island & Pacific.....                                  | 35                        | 240                  | 6.06                               |
| Crooked Creek.....   | 30                        | 90                   | 3.00                               |
| Des Moines & Fort Dodge.....   | 32                        | 230                  | 7.19                               |
| Humeston & Shenandoah.....   | 38                        | 240                  | 0.32                               |
| Chicago St. Paul & Kansas City.....                                  | 38                        | 290                  | 7.37                               |
| Minnesota & Northwestern.....  | 20                        | 300                  | 15.00                              |
| Illinois Central.....  | 65                        | 199                  | 3.02                               |
| Iowa Northern.....   | 30                        | 250                  | 8.33                               |
| Minneapolis & St. Louis.....   | 29                        | 270                  | 6.92                               |
| Keokuk & Western.....  | 35                        | 260                  | 7.43                               |
| Mason City & Fort Dodge.....   | 39                        | 264                  | 6.77                               |
| Sioux City & Pacific.....  | 32                        | 320                  | 10.00                              |
| Chicago Burlington & St. Louis.....                                  | 43                        | 250                  | 5.82                               |
| Burlington & Northwestern.....                                       | 20                        | 160                  | 8.00                               |
| Burlington & Western.....  | 22                        | 160                  | 7.27                               |
| St. Louis, Des Moines & Northern.....                                | 18                        | 60                   | 3.33                               |
| St. Louis, Des Moines & Northern.....                                | 18                        | 112                  | 6.22                               |
| Wabash, St. Louis & Pacific.....                                     | 30                        | 300                  | 10.00                              |

LAND GRANTS.

The Chicago, Burlington & Quincy Railroad Company received from Congressional grants 358,424 acres of land; has sold 347,908.56 at an average price of \$11.88 per acre. The amount received from sales principal and interest is \$5,071,071.38; the amount unpaid on outstanding contracts is \$344,748.98; the gross amount received from sales, contracts, forfeited contracts and miscellaneous sources up to June 30, 1887, was \$5,534,131.06. The amount expended in the sale and management of the lands was \$556,429.87. The amount of taxes paid upon the lands was \$265,447.04. The amount realized from the sale of lands above the expenses incurred in their management and in taxes is \$4,712,554.15.

The Chicago, Milwaukee & St. Paul Railway Company received from Congressional grants 372,397.37 acres of land. There is yet to



inure to the company about three thousand acres. They have sold 368,018.82 acres at an average price of \$4.90 per acre and received from sales \$1,791,857.43. The amount unpaid on outstanding contracts is \$64,661.87. The gross amount received from sales, contracts and forfeited contracts up to June 30, 1887, was \$1,948,730.72. The amount expended in the sale and management of the lands was \$132,319.25. The amount of taxes paid on the lands \$29,461.88. The amount realized from the sale of lands above the expenses incurred in the management, and taxes, and a deduction of \$202,274.72 for breaking credits allowed, is \$1,584,674.87.

The Chicago, Rock Island & Pacific Railway Company received from Congressional grants 550,193.51 acres of land has sold 535,409.39 acres at an average price of \$8.70 per acre; has received from sale, contracts and forfeited contracts up to June 30, 1887, \$5,272,316.47; has expended in the sale and management of the lands \$270,518.34; has paid in taxes on the lands \$603,436.45. The amount realized from the sale of lands above the expenses incurred in the management, and taxes, is \$4,398,361.68.

The Des Moines & Fort Dodge Railroad Company received from congressional grants 42,636 acres of land, which was sold for an average of \$6.00 per acre. The number of acres sold is 36,154. The amount received from sales is \$20,162.12. The amount unpaid on outstanding contracts is \$71,636.79. The amount received from sales, including contracts, forfeited contracts, etc., up to June 30, 1887, is \$138,226.51. The amount expended in the sale and management of the land is \$9,566.73. The amount of taxes paid on the land is \$10,697.77. The amount realized from the sale of lands above the expenses incurred in the management, and taxes, is \$117,962.01.

None of the other companies have reported this year.

#### EARNINGS, TONNAGE, AND RATE PER TON PER MILE OF LEADING ROADS THAT FORM THE IOWA LINES.

We extend for the year 1886 the tables copied into last year's report, giving the gross earnings from freight, the number of tons of freight moved, and the rate per ton per mile of the lines that carry fully seventy-five per cent of the tonnage in Iowa. The aggregate earnings from freight of these roads in 1870 were \$26,547,890.00.

The tons of freight carried in 1870 were 7,279,147; in 1886, were 32,345,951.

The tons of freight carried one mile in 1870 were 1,089,678,291;

the tons carried one mile in 1886 were 6,745,921,928, or the tons carried one mile in 1870 were 16.1 per cent of the tons carried in 1886.

#### RATE PER TON PER MILE.

The aggregate rate per ton per mile received for freight in 1870 was 2.423 cents; in 1886 it was 1.047, or 43.21 per cent of rate in 1870. The average rate per ton per mile in 1886 was less than in any of the preceding years.

These roads are all paying the interest on their indebtedness, and for several years have paid dividends on their stock.

We append table referred to above:

#### GROSS EARNINGS FROM FREIGHT.

| YEARS.    | Chicago, Burlington & Quincy. | Chicago, Milwaukee & St. Paul. | Chicago & North-western. | Chicago, Rock Island & Pacific. | Illinois Central. | Aggregate of all. |
|-----------|-------------------------------|--------------------------------|--------------------------|---------------------------------|-------------------|-------------------|
| 1870..... | \$ 4,514,629                  | \$ 5,116,141                   | \$ 8,187,597             | \$ 8,587,002                    | \$ 5,142,521      | \$ 26,547,890     |
| 1871..... | 4,949,684                     | 4,444,568                      | 7,700,809                | 4,025,277                       | 6,096,713         | 27,207,051        |
| 1872..... | 5,299,874                     | 4,566,991                      | 7,521,275                | 4,213,372                       | 5,865,614         | 27,467,126        |
| 1873..... | 8,035,349                     | 6,421,369                      | 8,614,260                | 4,597,982                       | 6,063,364         | 33,732,324        |
| 1874..... | 8,445,969                     | 5,137,152                      | 10,270,519               | 5,003,001                       | 7,700,573         | 36,557,154        |
| 1875..... | 8,502,617                     | 5,690,868                      | 9,549,430                | 5,292,412                       | 5,490,995         | 34,526,022        |
| 1876..... | 8,821,225                     | 5,384,230                      | 9,832,972                | 5,121,577                       | 4,748,355         | 33,898,359        |
| 1877..... | 9,834,544                     | 5,627,906                      | 9,005,272                | 4,708,146                       | 4,865,496         | 33,731,281        |
| 1878..... | 11,152,179                    | 5,750,497                      | 10,754,168               | 5,575,733                       | 5,024,070         | 38,256,647        |
| 1879..... | 11,650,022                    | 5,850,755                      | 10,637,367               | 6,929,926                       | 5,069,156         | 40,167,826        |
| 1880..... | 16,054,209                    | 8,884,226                      | 12,897,777               | 8,035,165                       | 5,871,832         | 51,743,209        |
| 1881..... | 16,595,819                    | 11,884,796                     | 14,414,151               | 8,690,480                       | 5,875,649         | 57,460,895        |
| 1882..... | 15,711,509                    | 14,002,335                     | 17,525,134               | 9,687,097                       | 5,918,62          | 62,844,227        |
| 1883..... | 19,514,161                    | 16,365,354                     | 16,894,352               | 7,925,237                       | 8,664,959         | 69,367,053        |
| 1884..... | 18,514,432                    | 16,129,964                     | 17,677,866               | 8,056,316                       | 7,902,043         | 68,279,221        |
| 1885..... | 19,565,853                    | 17,101,742                     | 16,917,363               | 7,713,659                       | 8,145,920         | 69,444,567        |
| 1886..... | 19,367,933                    | 17,388,294                     | 17,503,244               | 8,037,412                       | 8,332,151         | 70,599,076        |



## INTER-STATE COMMERCE.

## TONS OF FREIGHT CARRIED.

| YEARS.    | Chicago, Burling-<br>ton & Quincy. | Chicago, Milwau-<br>kee & St. Paul. | Chicago & North-<br>western. | Chicago, Rock<br>Island & Pacific. | Illinois Central. | Aggregate of all. |
|-----------|------------------------------------|-------------------------------------|------------------------------|------------------------------------|-------------------|-------------------|
| 1870..... | 1,002,764                          | 1,522,753                           | 2,222,978                    | 856,668                            | 1,623,994         | 7,279,147         |
| 1871..... | 1,382,575                          | 1,463,155                           | 2,298,170                    | 914,345                            | 1,831,944         | 7,890,189         |
| 1872..... | 1,689,104                          | 1,697,826                           | 2,510,016                    | 1,014,348                          | 2,039,321         | 8,950,615         |
| 1873..... | 2,221,744                          | 1,791,554                           | 2,958,390                    | 1,236,966                          | 2,067,360         | 10,316,024        |
| 1874..... | 2,420,628                          | 1,735,435                           | 3,591,090                    | 1,399,383                          | 2,069,935         | 11,216,571        |
| 1875..... | 2,396,933                          | 1,832,527                           | 3,153,315                    | 1,717,727                          | 2,016,424         | 11,116,926        |
| 1876..... | 2,892,614                          | 1,765,801                           | 3,471,927                    | 1,640,000                          | 1,899,627         | 11,669,969        |
| 1877..... | 3,249,625                          | 1,687,057                           | 3,413,358                    | 1,651,409                          | 1,803,044         | 11,804,533        |
| 1878..... | 3,975,010                          | 1,955,099                           | 3,971,261                    | 1,768,118                          | 2,067,832         | 13,737,920        |
| 1879..... | 4,686,353                          | 2,559,734                           | 4,265,937                    | 2,336,270                          | 2,324,485         | 16,172,779        |
| 1880..... | 6,639,186                          | 3,260,353                           | 5,574,635                    | 2,966,763                          | 2,702,582         | 21,143,519        |
| 1881..... | 7,710,750                          | 4,276,088                           | 6,662,112                    | 3,276,250                          | 2,875,833         | 24,801,043        |
| 1882..... | 6,346,259                          | 5,127,767                           | 6,190,893                    | 3,754,531                          | 2,969,578         | 26,529,028        |
| 1883..... | 7,645,701                          | 5,061,667                           | 7,874,665                    | 3,154,888                          | 3,538,562         | 28,175,483        |
| 1884..... | 7,525,967                          | 6,023,016                           | 8,453,994                    | 3,618,142                          | 3,354,085         | 28,975,234        |
| 1885..... | 8,431,808                          | 6,482,869                           | 8,235,127                    | 3,873,605                          | 3,587,270         | 30,615,679        |
| 1886..... | 8,534,708                          | 7,085,072                           | 8,494,239                    | 4,180,109                          | 4,051,823         | 32,345,951        |

## NUMBER OF TONS CARRIED ONE MILE.

| YEAR.     | Chicago, Burlington &<br>Quincy. | Chicago, Milwaukee<br>& St. Paul. | Chicago & North-<br>western. | Chicago, Rock Island<br>& Pacific. | Illinois Central. | Aggregate of all. | Rate per ton per<br>mile, cents. |
|-----------|----------------------------------|-----------------------------------|------------------------------|------------------------------------|-------------------|-------------------|----------------------------------|
| 1870..... | 147,409,207                      | 181,428,573                       | 364,747,210                  | 130,683,871                        | 265,409,400       | 1,089,678,201     | 2.423                            |
| 1871..... | 206,949,500                      | 173,676,288                       | 268,417,381                  | 151,864,519                        | 262,150,460       | 1,053,058,068     | 2.509                            |
| 1872..... | 240,857,000                      | 187,361,638                       | 287,764,066                  | 168,764,519                        | 272,290,930       | 1,157,038,063     | 2.582                            |
| 1873..... | 416,385,184                      | 257,638,532                       | 366,475,480                  | 219,394,694                        | 275,303,460       | 1,537,196,660     | 2.188                            |
| 1874..... | 445,686,221                      | 250,158,388                       | 461,412,039                  | 249,523,401                        | 273,555,200       | 1,689,339,148     | 2.160                            |
| 1875..... | 430,363,161                      | 272,539,502                       | 454,850,567                  | 287,913,678                        | 284,650,900       | 1,736,013,488     | 1.979                            |
| 1876..... | 476,822,998                      | 264,808,627                       | 603,132,389                  | 267,511,380                        | 264,602,300       | 1,776,877,694     | 1.877                            |
| 1877..... | 685,636,293                      | 271,598,123                       | 485,357,900                  | 337,134,683                        | 249,345,911       | 1,999,073,910     | 1.664                            |
| 1878..... | 952,230,000                      | 321,818,902                       | 623,768,593                  | 370,436,382                        | 306,345,691       | 2,574,599,568     | 1.476                            |
| 1879..... | 1,138,783,772                    | 401,695,734                       | 681,878,311                  | 510,859,804                        | 335,470,860       | 3,068,588,481     | 1.280                            |
| 1880..... | 1,284,461,763                    | 561,876,154                       | 865,969,542                  | 686,458,954                        | 381,288,482       | 4,062,994,925     | 1.266                            |
| 1881..... | 1,311,901,674                    | 697,347,607                       | 980,522,774                  | 712,293,120                        | 366,635,424       | 4,068,192,608     | 1.420                            |
| 1882..... | 1,222,808,462                    | 945,250,159                       | 1,192,188,039                | 788,496,874                        | 417,792,652       | 4,566,566,126     | 1.364                            |
| 1883..... | 1,092,141,453                    | 1,176,605,632                     | 1,183,829,258                | 701,595,345                        | 604,632,667       | 5,218,803,895     | 1.308                            |
| 1884..... | 1,427,294,632                    | 1,247,737,233                     | 1,300,173,773                | 734,601,380                        | 577,542,939       | 5,337,341,957     | 1.251                            |
| 1885..... | 1,439,241,456                    | 1,337,721,453                     | 1,416,789,205                | 719,972,565                        | 623,369,124       | 5,587,694,503     | 1.241                            |
| 1886..... | 2,160,746,416                    | 1,466,892,717                     | 1,466,892,717                | 793,424,454                        | 719,928,068       | 6,616,901,368     | 1.047                            |

The inter-State commerce bill, which has been before Congress in various shapes for many years and generally opposed by all the railway interests of the country, passed the Senate of the United States January 14, the House of Representatives January 21, and was approved by the President February 4, 1887.

The provision of the law applies to "any common carrier engaged in the transportation wholly by railroad or partly by railroad and partly by water when both are used under a common control, management or arrangement for a continuous carriage or shipment from one State or Territory of the United States to another," but does not apply to carriage wholly within one State.

All charges made for any service in the transportation of persons or property shall be reasonable and just. All special rates, rebates, drawbacks or devices to collect a greater or less compensation from one person than from another for a like and contemporaneous service are prohibited and declared unlawful; undue and unreasonable preferences or advantage to any person, firm or locality or any particular description of traffic is forbidden. Reasonable and equal facilities for receiving and forwarding passengers and property are required. Discrimination between connecting lines is prohibited, but no carrier is required to give the use of its track or terminal facilities to another carrier engaged in like business.

It is unlawful for the carrier to charge or receive any greater compensation in the aggregate for the transportation of passengers or a like kind of property under substantially similar circumstances and conditions for a shorter than a longer distance over the same line, the shorter being included in the longer; this provision, however, must not be construed as allowing the carrier to charge as much for a shorter as for a longer distance.

It is also declared unlawful for common carriers in inter-State carriage to combine or agree to pool freights of different and competing railroads, or divide between them the aggregate or net proceeds of their earnings.

The law provides that the carriers shall keep for public inspection schedules of rates and classification, which shall be posted in every depot or station on their railroads, in such places and form that they can be conveniently inspected. Advances of rates shall only be made after ten days public notice; reductions may be made without pre-



vious notice, but shall immediately be indicated by the schedules and kept for public inspection. No variation from published rates allowed.

It is unlawful for any carrier to enter into any combination of contract to prevent the carriage of freights from being continuous from the place of shipment to place of destination.

For a violation of the provisions of the law the party injured may recover the full amount of damages sustained with a reasonable attorneys fee, fixed by the court.

Persons claiming damage from carriers may make complaint to the Commission to be appointed, or may sue in any district court of the United States, but cannot pursue both remedies. The officers, directors or agents may be compelled to appear and testify in any suit against the corporation, and may be required to produce the books and papers of the company; the claim that such testimony or evidence may tend to criminate the person giving such evidence shall not excuse the witness from testifying. The law provides a penalty for violating its provisions.

A Commission consisting of five persons is created, not more than three of whose members shall belong to one political party, and none of whom shall in any way be pecuniarily interested in the stock or bonds of any railway company. Its duty is to inquire into the management of the business of common carriers. It is also required to investigate any complaint of the violation of law by the carrier, whether made by an individual or by the railroad commission of any State or territory.

The law says that no complaint shall at any time be dismissed because of the absence of direct damage to the complainant.

The conclusions of this Commission are made a matter of record, and their recommendations are furnished the carrier and the party claiming to be injured. Their findings shall be deemed *prima facie* evidence as to the facts found, in judicial proceedings.

When the order of the Commission if not obeyed it is made the duty of the Commission to apply to the Circuit Court of the United States, and made the duty of the court in equity to hear and determine the matter without formal proceedings, and if the findings of the Commission are sustained, to issue some mandatory process enforcing obedience. To a refusal, a penalty applies. An appeal may be taken to the Supreme Court of the United States, when the amount involved exceeds \$2,000.

On the first day of December of each year the Commission shall report to the Secretary of the Interior all data obtained that they consider of value in determining questions pertaining to the regulation of commerce, and such recommendations as to additional legislation relating thereto as they may deem necessary.

The exceptions to the rules laid down in this law requiring absolute equality of treatment under like conditions to all persons, localities or corporations, are, first, for the United States, State or municipal governments, for charitable purposes, fairs and expositions, mileage, excursion or commutation passenger tickets, ministers of religion, the officers and employes of the company, and the exchange of passes with other railroad companies for their officers and employes.

The principles of the common law as applied to common carriers are the basis of the law. There are, however, some features that deserve special attention.

No carrier is required to give the use of its track or terminal facilities to another carrier engaged in a like business.

The Iowa Commissioners in the complaint of the Board of Trade of the city of Dubuque against the Illinois Central and the Chicago, Milwaukee & St. Paul Railway Companies held that the statutory provision, chapter 133 of the laws of the Nineteenth General Assembly, authorizing the condemnation of private property for station grounds, gave to the station grounds the same public character that belonged to any other portion of their roads. Section 1292 of the Code says, where railroads are connected by a "Y, or other suitable means they shall draw over their roads the cars of other roads on reasonable terms." Attention is specially called to this feature of the inter-state commerce law for the purpose of legislative action if thought necessary, should the views of the Iowa Commissioners not be sustained by the courts.

This law, as does the statute of Iowa, declares it unlawful for competing roads to pool their freights or divide between them the proceeds of their earnings. This subject is one that in the public mind has been regarded as the source of much of the unjust discrimination from which communities and individuals have suffered, and that it may be fully understood, we print here an article taken from the *Railway Review* of January 8, 1887, by T. M. Cooley, the Chairman of the Board of Inter-state Railroad Commissioners. The masterly



and fair manner in which the subject is treated is our excuse for its length.

### \*POPULAR AND LEGAL VIEWS OF TRAFFIC POOLING.

Perhaps nothing in respect to the relations between the railroad companies and the public attracts more attention at the present time than the arrangements to which the name of pooling is popularly given. In railroad circles these arrangements are looked upon as necessary to prevent all railroad property becoming absolutely worthless to the stockholders, as a very large part of it is now; and those managers who are hoping to earn dividends are therefore laboring earnestly to make these arrangements effectual. On the other hand, an impression is largely prevalent that pooling contracts are contrivances whereby inequality and excess in rates can be maintained, and a monopoly injurious to the public interest established; and they are by many persons condemned as being unquestionably wrong if not absolutely illegal. As the relations between the public and the railroads are so necessary, so constant and so extensive as to make harmony between them in all that relates to railroad service of very high importance, it seems desirable to give some attention to these arrangements—their nature, their purpose and their legality—and to bring together some considerations bearing upon these points respectively, with a view to giving in brief space the means of forming some opinion in respect to them. Space will not admit of this being done with any completeness, but perhaps the salient points may be presented. What is said will refer especially to pooling in freight traffic, but in principle it will apply to passenger traffic also.

#### WHAT THEY ARE.

The pooling arrangements between railroads in this country have not all been on the same plan, but it is probable not important now to take notice of any attempts in that direction which have been made and then abandoned. The suggestion of pooling, though likely, perhaps, to occur anywhere, comes to us from England, where pooling contracts in the railroad business and others of a semi-public nature have been held not to be illegal, both when they were made on the basis of an equal division of profit<sup>(1)</sup> and where the basis was a division of business between the contracting parties<sup>(2)</sup>. In this country the method of pooling seems to be for the several contracting parties to create some common authority upon which will be conferred the power to establish and change rates for the transportation of property within a certain territory or over a certain line, and also to apportion the

\*This article was first published in *THE RAILWAY REVIEW* of April 26, 1884, and subsequently in pamphlet form. As it has been out of print for several months, and there has been continued demand for it, we republish it. The subject and the author are both occupying so much of public attention at this time that the reappearance of the article seems to be fully justified.

(1) *Hare v. Railway Co.*, 2 Johnson & Hemming's Reports, 80.

(2) *Collins v. Locke*, 4 Appeal Cases, 674.

business between them. The apportionment will be made upon a consideration of what the companies severally would be likely to obtain under the operation of free competition, and it will be charged from time to time if found to be relatively unjust. The feature of arbitration upon controversies arising between the contracting parties will also be prominent in the arrangement. The contract will be made for a definite term of years, with liberty to dissatisfied parties to withdraw upon reasonable notice, and it will be likely to provide that a commission acting for all shall give direction for shipments when this shall be necessary to give each road its allotted share. But as shippers will have a legal right to have their property transported by a line of their own selection, it may well happen that some roads will carry more and some less than their proportion, and provision will therefore be necessary for a periodical adjustment of the balance, and for the payment of moneys from one to another as may be needful, upon such allowance for the business done above the allotted share as shall be fixed upon as just. Perhaps clauses will be inserted in the contract which will have for their purpose to make it for the interest of shippers to send forward their property according to the directions of the commission, but compulsory power in this direction must practically be very limited.

#### THEIR PURPOSE.

The avowed purpose in pooling is to avoid ruinous competition between several roads represented, and the unjust discrimination between shippers which is found invariably to attend such competition. The desirability of the last mentioned object agreed to on all hands. The existence of unjust discriminations is one of the chief complaints made by the public against railroad management, and one of the reasons always assigned for interference by law. It may therefore be taken as agreed that, so far as pooling arrangements have the correction of this evil in view, the purpose is commendable.

But the primary object unquestionably is self-protection against ruinous competition; and it is not to be expected that as to this the public opinion of the country will be prepared to give spontaneous approval. A pooling arrangement is a combination; and all combinations in a business which so intimately concerns the public look like attempts to establish a monopoly, and may sometimes result in establishing one. To monopoly the public is instinctively hostile, because it takes from them the power of dealing on equal terms with those who control it. Besides, a combination that has for its object to check competition, seems to stand in hostility to the industrial maxim that "competition is the life of trade," a maxim which from time immemorial has been generally prevalent, and is commonly supposed to be one admitting of no question and of universal application. The advantages of unrestricted competition are apparent to the public in industrial life all about us, and while in some kinds of business this is sharp, yet selfishness is generally sufficiently active and sufficiently intelligent to prevent its becoming ruinous. It does not detract from the worth or soundness of the



maxim that under the operation of unrestricted competition individual disasters must concur; for when this happens it is very likely to be found either that the parties did not understand the business they were engaged in, or managed badly, or lacked the necessary capital, or in some other particulars were inadequately equipped. Against ruin from these causes protection is impossible. The maxim referred to is so commonly accepted that courts have made it a basis for important judgments; and it is not to be wondered at, therefore, that the question should be made whether it is competent to erect barriers to free competition in a business so important to the public as that which is carried on by the railroads.

The answer made on behalf of the railroad companies is that the business and the necessary preparation for carrying it on make their case so peculiar that competition necessarily affects them in a way different to that in which it affects others; so different that it may be destructive to them where to others it would only be stimulating and wholesome. Some of the reasons which will be assigned for this will be recognized by every one as possessing force. In most kinds of business, competition easily and naturally regulates the extent to which a business shall be carried on; persons engage in it only when they think they see a reasonable opening for profit; they push the business with men and money when the promise of success is such as to warrant it, and when it is not, operations are reduced; some, perhaps, go out of the business, and capital seeks other investments. The merchant, when competition becomes too severe for him, may turn farmer or manufacturer; the manufacturer may change his line of production or temporarily reduce it; and these changes it is generally possible to make without serious loss. Very seldom the whole plant for one business will be useless for any other. The general results of competition will therefore be such that, while the whole public will have the benefit of low prices, a general equilibrium of demand and supply will be maintained without bringing disaster to individuals.

Much of this is as different as possible in the railroad world. The investment for the purpose of a railroad is permanent, and is available to a single purpose only. If it cannot be made available for the transportation of persons and property it is a wasted investment; as much so as if it had been cast into the sea. But when the construction of railroads is entirely unrestricted, there is always a tendency to build more than are needed, and more than can be made profitable. The reasons for this are numerous. Railroads are a great local convenience; every village wants one or more; and it is easy for plausible men, who see individual profit in their construction, to convince the local community that a road which will accommodate their local needs must be profitable. If the law permits a levy of municipal taxes in aid of the local scheme, it will not be difficult to obtain a popular vote in its favor; if taxation for the purpose is not allowed, the popular credulity will be appealed to with assurance of great increase in property from the building of a road which will give easy access to market; and men will give freely in the expectation that in one way or another they will receive large returns. Roads have thus in many cases been constructed at

general expense in which a capital list for the purpose of investment would put nothing. But roads are also built under an expectation, on the part of those who originate and push them, that in some way the originators will be enabled to make them available for their individual benefit, regardless of their real value; sometimes through holding the control and managing them; sometimes by forcing the owners of other roads to which they would be rivals to buy them. For these and other reasons roads are brought into existence for which there is no adequate demand, and whatever people have been induced to put in them is a dead loss. In some other countries the government endeavors to provide against such losses by refusing charters for roads which seem not to be called for by any public need, or which can only be profitable by rendering worthless some existing line; but the policy in this country has always been to leave railroad building practically unrestricted, and the best and most useful line, though it may fully accommodate the public need, is never secure against being ruined by the construction of a rival line which scheming and unscrupulous persons induce the credulous to furnish the capital for.

But such roads when constructed remain, and will be operated so long as the cost of operating can be paid from the earnings. They may pass from the hands of stockholders into those of bondholders, and though even then pay nothing upon the bonds they will continue to be operated. This is the condition of very much of the railroad property of the country to-day; hundreds of millions of the capital invested in it is absolutely sunk, but the plant remains and the road will be operated, though those whose property it represents neither receive dividends upon their investment nor have any reasonable prospect that they ever will. If then a company to which the bankrupt company is a rival shall not only endeavor to pay operating expenses and the interest on its indebtedness, but also to pay dividends to stockholders. It must do so in competition with one whose managers expect to pay no dividends, and no interest except as perhaps they may find it necessary to do so in order to retain control. Such a state of things can exist in no business from which a transfer of capital is possible; and the competition it creates instead of being "the life of trade," is as to this business destructive of the capital invested in it. It becomes a matter of necessity, then, that the competition which is so likely to be destructive should be restrained within limits which will admit of reasonable and reliable prosperity; and some common arrangement between the roads seems to be the only means yet found by which this can be accomplished. The common arrangement agreed upon for the purpose is that of pooling; it has grown out of the necessities of the case; and, while it is necessary to the railroad companies, it is unjust to no one. This, briefly and imperfectly stated, is the railroad view of the necessity and propriety of pooling compacts.

It is proper to add to this statement that the want of harmony between the railroad companies which has its most noticeable manifestations in wars of rates causes injury and inconvenience to the public in ways which railroad managers in public discussions are not likely to dwell upon or make prominent. In other kinds of business when competition is unrestricted



dealers find it to their interest to study the convenience of the public, and to invite custom by being as accommodating as possible; and what they do in this regard is no wrong or injury or inconvenience to their rivals, but only incites them to be equally accommodating. But railroad companies cannot be accommodating to the full extent of the public needs unless they are accommodating to each other; for a very large proportion of those who have occasion to use their facilities, desire to pass, in person or with their property, from one road to another, and wish to do this without unnecessary cost of transfer or unnecessary delay. But hostile competition, while it may incite the roads to run a race in popularity, also leads them to make many arrangements which are inconsistent with the full accommodation to the public which might be and ought to be given. Rival lines have their station buildings on different sides of a town when they might with the same convenience to themselves and with greater convenience to the public be together; they have different station houses at crossings when one would answer for all; their time tables are so arranged as to cause inconvenience whenever a passenger leaves their line to pass upon another which is not working in harmony with them, and they establish soliciting agencies which are only made important by their rivalry. In all these things the several companies think they advance their individual interest in the competition; but in doing so they not only make the service they render to the public less valuable but also more expensive. Some of the evils of unrestricted competition have been generally recognized by those who have been most earnest in demanding congressional legislation, and it has been one feature of the bills introduced that restraints, more or less considerable, should be imposed.

It is also proper to add that, whether the railroad companies anticipate it or not, no pooling arrangement, unless the aid of the law can be had for its enforcement, can possibly put an end to competition between them. The arrangement may regulate competition, but cannot stop it. The apportionment of business, as has been said, will be made on a calculation of what the respective roads would be likely to obtain under free competition; and every company, in view of the periodical readjustment of percentages, will be interested in showing that its facilities and its management naturally bring to it a larger proportion than it now receives; and the rivalry for public favor will go on as before, though it may be expected that some of the features of rivalry which, when it is hostile, are peculiarly injurious to the public, will be eliminated by the agreement to work in harmony. Moreover the several soliciting agents of the roads will have a personal interest in showing their value to their employers by presenting good results from their service in the employment; the permanent value of each road, as well as the market value of its stock, will depend largely on the shares awarded to it in the periodical readjustment; all the prejudices which concur in bringing about first secret and then public departures from common agreements will only be repressed by the pooling, not removed; and not only will competition continue notwithstanding the common agreement, but it will by force of the circumstances be so far active and efficient in keeping rates

within bounds that one would hazard nothing in saying that, within the territory whose business is naturally affected by the competition of the trunk lines, the period when rates can be controlled by combinations and kept at figures limited only by the discretion or the greed of the managers, is gone forever.

#### THE LEGALITY OF RAILROAD POOLS.

But it is said that all contracts which have for their object to restrain competition are illegal at the common law, because they are in conflict with a general principle of public policy. The term illegal is somewhat ambiguous. A contract may be illegal in the sense that it is forbidden by a law which imposes some penalty for entering into, or it may be illegal because, though not forbidden, it is considered to be of an injurious and demoralizing tendency, and therefore the law will not favor it, but will refuse to lend its aid in enforcement. If a contract is only illegal in this last sense, parties are at perfect liberty to enter into it if they please, but performance of its conditions must be entirely voluntary. It is under this head that pooling contracts are supposed to come.

It is a familiar principle of the law that contracts in general restraint of trade are void. Therefore if a man contracts with his rival in business that for any agreed consideration he will no longer pursue his customary calling within the State in which he resides, the promise is one he may keep at pleasure or break with impunity. The reasons are that such a contract if enforced would deprive the public of the benefits of competition, and at the same time impose restraints going far beyond what would be needful for protection to the party bargaining for them. But it was always agreed that competition, in so far as it operated injuriously to individuals might with entire competency be limited by contract; and in a great variety of cases it has been held that a man may lawfully bargain to put an end to an injurious competition in his business in the locality where he carries it on, or that he may bargain to prevent the establishment in that locality of a competing business which he fears may be injurious. It is only when he exacts terms that go beyond giving him protection that the law holds his contract to be unreasonable, injurious to the public, and therefore illegal. The reader unfamiliar with the law reports will find many of the cases referred to in the note; and it will appear on an examination that in all of them the legality of bargaining to limit competition, when it is kept within the bounds of reasonable protection, is either assumed or expressly affirmed.<sup>(1)</sup>

The principle upon which these cases are decided is that by which pooling

(1) The following cases are selected from the great number which recognize the principle, because the republication in the volumes here given is accompanied by valuable notes and references: Mitchell v. Reynolds, Smith's Leading Cases, 508; Perkins v. Lyman, 6 American Decisions, 158; Pierce v. Fuller, 5 American Decisions, 102; Bowers v. Bliss, 43 American Decisions, 93; Grundy vs. Edwards, 23 American Decisions, 402; Morgan v. Perhamus, 38 American Reports, 607; Pike v. Thomas, 7 American Decisions, 741; Drill Company v. Morse, 4 American Reports, 513; Hoyt v. Holly, 12 American Reports, 350; Hubbard v. Miller, 15 American Reports, 153; Cook v. Johnson, 36 American Reports, 64.



arrangements, so far as concerns their legality, must stand or fall. If they are illegal it is because they establish unreasonable restraints upon competition in business; if they can be supported in law, it must be upon the ground that they only give to the parties concerned that reasonable protection against competition which is needful to their prosperity. Having this in mind it may be useful to refer to such judicial decisions as seem to bear most directly upon this peculiar class of contracts.

It has already been said that pooling arrangements have been sustained in Great Britain. One of the cases passed upon was a pooling arrangement between stevedores; another was between competing railroads; and in neither case was it deemed an objection that the effect of the contract was to limit competition, or that this was to be accomplished by a combination. In the railroad case <sup>(2)</sup> Vice Chancellor W. Page Wood said among other things: "It is a mistaken notion that the public is benefited by putting two railroad companies against each other until one is ruined; the result being at least to raise the fares to the highest possible standard."

Before either of these cases was decided it had been held by the Supreme Court of New York [in 1847] that a contract between the proprietors of canal boats for fixing rates and for a division of net earnings was void, though the object was expressed to be "to establish and maintain fair and uniform rates of freight, and to equalize the business of forwarding on the Erie and Oswego canals among themselves, and to avoid all unnecessary expenses in doing the same." The argument of the court is brief, and is summed up in two short sentences: "The object of this combination was obviously to destroy competition between the several lines in the business engaged in. It was a conspiracy, between the individuals contracting, to prevent a free competition among themselves, in the business of transporting merchandise, property and passengers upon the public canals." "It is a familiar maxim that competition is the life of trade. It follows that whatever destroys or even relaxes competition in trade is injurious if not fatal to it." <sup>(1)</sup> Thus it will be seen that by giving a bad name to the arrangement, and quoting the old maxim, the court was supposed to have sufficiently reasoned the case out, and the judgment followed as of course. A similar agreement was shortly afterward condemned by the same court, in the case of Stanton against Allen, <sup>(3)</sup> as being designed to exempt the standard of freights, etc., "from the wholesome influence of rivalry and competition."

These cases have not passed entirely without criticism in this country. They were cited to the Supreme Court of Wisconsin not long after they were made, and were there dissented from in very vigorous terms. <sup>(2)</sup> Referring to the maxim that competition is the life of trade, Judge Howe, speaking for the court, said that it "is one of the least reliable of the host that

<sup>(1)</sup> Hare v. Railway Co., 2 Johnson & Hemming's Reports, 89.

<sup>(2)</sup> Hooker v. Vandewater, 4 Denio's Reports, 349.

<sup>(3)</sup> 5 Denio's Reports, 434.

<sup>(4)</sup> In Kellogg v. Larkin, 3 Chandler's Reports, 133.

may be picked up in every market place. It is in fact the shibboleth of mere gambling speculation; and is hardly entitled to take rank as an axiom in the jurisprudence of this country. I believe universal observation will attest that for the last quarter of a century competition in the trade has caused more individual distress, if not more public injury, than the want of competition. Indeed, by reducing prices below or raising them above values—as the nature of the trade prompted—competition has done more to monopolize trade, or to secure exclusive advantages in it, than has been done by contract. Rivalry in trade will destroy itself, and rival tradesmen, seeking to remove each other, rarely resort to contract, unless they find it the cheapest mode of putting an end to the strife. And it seems to me not a little remarkable that in the case of Stanton v. Allen it should have been urged against the agreement that its object was to exempt the standard of freights, etc., 'from the wholesome influence of rivalry and competition.' For it is very certain because of that very purpose—because they did tend to protect the party against the influence of rivalry and competition—courts of law have upheld like agreements in partial restraint of trade, ever since the case of Mitchell v. Reynolds." <sup>(4)</sup>

But there are several other American cases which, in their general reasoning must be conceded to give some support to the cases decided in New York. Among these are the cases in which combinations between coal companies to control the production of coal and its price in the market have been held illegal. <sup>(5)</sup> An agreement between dealers in a certain line of goods not to put any upon the market for three months has also been held to be illegal. <sup>(6)</sup> So has a combination which had for its purpose to effect a corner in the wheat market. <sup>(7)</sup> So has a combination between parties furnishing recruits in time of war, whereby they agree not to furnish them for less than a fixed price. <sup>(8)</sup> So have agreements not to compete in bids for public contracts. <sup>(9)</sup> So have combinations to keep up the price of salt. <sup>(10)</sup> And combinations to put up or to put down the wages of laborers, whether entered into by laborers or by employers, must in general depend for their observance upon the good faith of those who make them. <sup>(11)</sup> It would be easy to show

<sup>(4)</sup> This is the leading case on contracts in restraint of trade, and was decided in 1711: 1 P. Williams' Reports, 181; 1 Smith's Leading Cases, 508.

<sup>(5)</sup> Morris Run Coal Co. v. Barclay Coal Co., 63 Penn. State Reports, 173; Arnot v. Coal Co., 68 New York Reports, 558.

<sup>(6)</sup> India Association v. Kock, 14 Louisiana Reports, 168.

<sup>(7)</sup> Raymond v. Leavitt, 46 Michigan Reports, 447.

<sup>(8)</sup> Marsh v. Russell, 66 New York Reports, 288.

<sup>(9)</sup> Atcheson v. Mallon, 43 New York Reports, 147; People v. Stephens, 71 New York Reports, 527; Ray v. Mackin, 100 Illinois Reports, 246; Swan v. Chorpennung, 20 California Reports, 182.

<sup>(10)</sup> Salt Co. v. Guthrie, 35 Ohio State Reports, 666.

<sup>(11)</sup> Journeymen Tailors' Case, 8 Modern Reports, 10; Commonwealth v. Hunt, 4 Metcalf's Reports, 111; The Queen v. Rowlands, 17 Queen's Bench Reports, 671; Hilton v. Eckersley, 6 Ellis and Blackburn's Reports, 47.



that many of these cases have no important bearing upon the question of the legality of railroad pools, but they are likely to be brought under consideration in any legal controversy on that subject, and the propriety of their being here referred to will therefore be apparent.

In the light of the judicial decisions, as they now stand in this country, it cannot safely be affirmed that the law will lend its aid to enforce the pooling contracts between railroads. It seems on the other hand more than probable that the courts will declare that such contracts are not sanctioned by the law. This is said irrespective of any opinion upon the question whether, as an original proposition, such ought to be the result. The early decisions in New York, which have given a certain tendency to subsequent judicial thought and action, were made with little or no investigation of the subject involved, and without any attempt whatever to show that the principle by which the legality of the arrangements to avoid injurious competition must be tested had been overlooked or disregarded in the contracts before the courts. But they have stood without much question to the present day; in their conclusions they fall in with prevailing notions of what is public policy on the subject, there is, *a priori*, a strong presumption, legal as well as popular, that they are correct; and they are likely for all these reasons, whether sound or not, to stand as precedents which courts will expect to follow. If that shall be the result of any litigation, or if the companies themselves shall look upon such a result as possible, and therefore decline litigation, the companies entering into pools must rely for the enforcement of their contracts upon the honor of the corporate officers and agents, and upon the methods that may be devised for making it to the interest of the several contracting parties to observe their agreements.

#### SANCTIONS FOR POOLING CONTRACTS.

Penalties to be imposed by the association will be out of the question. They will not be paid voluntarily by parties who will not voluntarily observe their agreements, and they cannot be collected by law. No doubt it might be made part of the pooling arrangement that a fund should be provided by proportionate contributions, and that from the sum paid in by any member a penalty assessed against it should be paid; but it would be easy for such member, if dissatisfied, to enjoin the payment, or in case of its failure to take steps for that purpose, for any of its stockholders to do so. Penalties, therefore, cannot constitute a reliance.

The principal danger to be guarded against is the cutting of rates. In the unregulated and unreasoning strife between railroad companies this cutting is not only carried on to an extent that is ruinous to the companies themselves, but it becomes a disturbing factor in all commerce; and it is perfectly correct for the railroad companies to say, as they do when defending pooling, that unjust discriminations are a necessary result. The sort of competition which is "the life of trade" in a war of rates, incites every agent to make secretly and by every form of indirection such terms as will secure the business; it is inevitable that these shall be without uniformity, and

that those who push hardest and bargain most—which will generally be the large shippers—will be most favored. Low rates, when they can be depended upon for any considerable time, increase the prices of grain and other market commodities in the hands of producers; but they affect prices little if at all when it is uncertain from day to day and from hour to hour what they are to be, and consequently such benefits as come from the hostile cutting of rates are reaped principally by speculators and other large shippers. It is doubtful if the shipping interest ever receives benefits equivalent to the losses which the railroad interest suffers in a war of rates, and the benefits to the general public will seldom equal the incidental injuries. Nothing, therefore, can be plainer than the desirability that reasonable rates should be maintained with general uniformity, so that they may be calculated upon in the making of contracts and purchases, and so that small shippers as well as large, the man who merely sends his household goods as well as the speculator in grain and provisions, may have the benefit of them.

So far as the steadiness in rates tends to the benefit of the railroads, it is also particularly desirable for a reason not often mentioned. It is a great misfortune to the country that so many of its roads pay no dividends. Though worthless to the stockholders such roads have in the stock market a speculative value, and in the hands of speculating men the stocks become mere implements of gambling, and the roads are managed with a purpose alternately to put up and put down the quotations on the stock board, that the managers may make profit from the sales and purchases. It is beyond doubt that larger fortunes have been made in the manipulation of some worthless roads with a view to deceptive appearances for stock jobbing purposes than would have been derived from dividends equal to the current rate of interest. This is an evil, not solely because of its fostering the prevailing tendency to demoralizing and ruinous speculation, but also for the further reason that it increases and strengthens among the people at large a widespread prejudice against railroad managers as men who contrive to accumulate great fortunes at the public cost. Under the influence of this prejudice it may well happen that the charges a railroad makes for transportation, though barely sufficient to cover all the items of expense, will be thought exorbitant by the community, who see the members of the managing board acquiring wealth through the ownership and management of the stock. Nor are the community to be blamed for this, for they have a right to assume that all the profits made by managers are derived from the earnings of the roads. Thus, non-paying roads not only foster speculative gambling, which is one of the most demoralizing of existing evils, but they also tend to excite in the community a feeling against railroad managers and railroad property, which gradually extends to embrace all forms of aggregate and especially of corporate wealth; and this feeling in any time of unusual excitement or distress is liable to break out into uncontrollable fury, and to seek gratification in destruction. All property owners, and all law-abiding and patriotic people, are therefore directly concerned in remov-



ing, so far as may be in their power, the causes which are likely to originate or to foster such dangerous tendencies.

But without the aid of the law to enforce pooling arrangements, it is not as yet apparent that any scheme can be devised whereby the cutting of rates can be effectually prevented. Entering into a pooling arrangement is an admission that unrestricted competition is destructive; but when the pooling agreement is departed from and one road begins to cut rates, the others, in self protection, must be suffered to cut also. This is not enforcing the pooling agreement; it is destroying it. Possibly if the combination were sufficiently extensive, a refractory road might be temporarily crippled, and thus brought to terms by the others refusing to exchange business with it; but their power in this regard is much restricted by the law prescribing the duties of common carriers. Besides a road boycotted by others because it is cutting under their rates will be likely to have the public sympathy as a road suffering persecution in the public interest; and this sympathy will give it valuable assistance. It may well happen, therefore, that an attempt at boycotting will prove a mortifying failure. It is certain that it could not be relied upon as a general remedy for the breach of a pooling agreement.

But these common arrangements, though unprotected by the law, have, nevertheless, done very much to save railroad property from needless injury. They bring into existence a commission or other authority in which all the parties have confidence, which is charged with the duty to keep the peace between the roads, to hear mutual complaints, to investigate charges of the breach of their common agreements, to give redress, so far as advisory power can do so, and concentrate public opinion in railroad circles upon any member failing to observe its covenants and make it feel the public censure. It is natural to expect that the benefits will increase as the managers become accustomed within the agreed limits to submit to the direction and control of the common authority. But a pooling arrangement is only a treaty of peace, as a combination it has little coherence; and the passions of a single railroad manager, the failure of a single agent to keep faith, or the nervous eagerness to keep rolling stock employed when the offerings of property for transportation are light, may at any time break it down. No treaty is law except so long as the contracting parties can see that it is probably for their interest to observe it, and the suspected breach of good faith in a treaty is commonly sufficient to breed an actual breach.

#### THE FUTURE.

That the railroad problem, so far as it is involved in wars of rates between the roads, cannot as yet be solved is very manifest; the railroad companies have only made an effort in the way of solving it. Common agreements, if they had the encouragement and protection of the law, would very probably supply it; but for that purpose legislation would seem to be essential. But legislation would be mischievous rather than beneficial, unless it was conceived in the spirit of statesmen, and was made to express neither special favor for, nor special hostility to, the interest it would regulate. The rail-

road interest of this country represents an enormous aggregate of wealth, and an increasing aggregate of corporate poverty; and it has immense capabilities for good or evil to the people. It cannot possibly be for the interest of any country that so large a portion of the invested capital should be wasted or unremunerative, especially when in that condition its necessary tendency is to favor dishonest management and gambling speculation. On the other hand, it is for the interest of the country that the public shall receive, in as large a degree as shall be possible, the benefits which were calculated upon in providing by law for the building of the roads. Regulating legislation should, therefore, be conceived neither exclusively in the interest of railroads nor in the spirit of hostility to them. What the country needs is that they shall be made useful; not that they shall be crippled or bankrupted, or made stock-jobbing conveniences for their managers. And no doubt when the whole subject is carefully examined and wisely considered, it will be found that the true interests of the owners of railroad property may be made to harmonize perfectly with the true interests of the public, and that it will be as wise for the State to encourage and protect whatever in corporate arrangements is of beneficial tendency as it will to suppress what is mischievous.

T. M. COOLEY.

A peculiarity of the law that has attracted attention, is the one that requires the officers and agents of the corporation to furnish the testimony to prove that the law has been violated. Books and papers are to be produced, and nothing shall excuse the agent from testifying against his company, although his testimony may not be used against him personally in an individual action. Again, the law says that no complaint shall at any time be dismissed because of the absence of direct damage to the complainant. These two features are seemingly at variance with the underlying principles of the common law. They are possibly necessary to prevent the officers and agents of competing lines from discriminating against persons and localities; at the same time, such legislation may be regarded as questionable, and only justified on the ground of public necessity. It is gratifying that no premium was offered the informer, and that the business of the country is free from espionage except from those that have some interest in the legitimate administration of the law. The United States makes itself an exception to the equality of treatment required in the law, and the same provision is made for State and municipal governments. If the underlying principle is correct, why should these exceptions be made? These three parties are certainly better able to pay the rates than most of the patrons of the roads, and this violation of fundamental principles seems unworthy the



State and Nation, except in cases of war or invasion, when law and private right may justly be subordinated to the public weal.

Commutation tickets for fairs, expositions, etc., mileage and excursion tickets are allowed; ministers of religion are permitted to have cheaper rates; the officers and employes of the company may have free transportation, and exchange of passes with other roads for officers and employes is allowed. With some modifications in the law that we have endeavored to point out, it contains almost everything necessary for State legislation. While the long and short haul clause has already and may in the future affect unfavorably many Iowa interests, it is more than probable that the benefit derived by the general public will fully counterbalance the injuries. There is no place where the law so signally failed as in the treatment of the pass question, or the free transportation of persons. On this subject the Iowa Railroad Commissioners, in reply to a resolution of inquiry from the House of Representatives, dated January 21, 1882, say:

"As an abstract proposition the Board believe that the entire system of passes is based on an assumption that cannot well be sustained; that the roads are in some way under obligation to certain offices of a public character, and that a reciprocity with other transportation lines requires what is termed the 'usual courtesies' to be extended, which means no more nor less than giving free transportation to persons who are as well able to pay as the public generally, and from whom no special return is sought or expected. We believe that no legislation would be more welcome to railway managers than a law cutting off the entire pass system, so that an answer to every application, express or implied, would be, that this is forbidden by statute; that every road would manage this matter better than it does, did it not fear that some advantage might be gained over it by rival companies. To make it effective, legislation should be general, and cover more than one State.

"We are not prepared to say that the management of this question should be taken out of the hands of the officers of the roads; but if it is done, the legislation, in our opinion, should be radical, thorough and earnest; that no passes should be issued over any road in the State, except to officers and employes of the road on business for the company, and that all courtesies formerly extended to officers of connecting and other lines be discontinued, and that some penalty attach for a violation of the law."

They see no reason to change the views then expressed, other than

to say that they are now satisfied, after having watched closely the effect of the pass system for nearly six years, that the time has come when the State should take this matter into its own hands, and prohibit the issue of free transportation except to objects of charity, which object should be printed in large letters on the ticket and signed by the recipient making a certificate of his condition. Transportation should be free to the officers and employes of the road on business for the company and for no other purpose. If the line is drawn there and rigidly enforced we believe it will be to the advantage of all parties. State and often county and municipal officers, as well as the judges of our courts, have so long been in receipt of courtesies from railway companies that the public has regarded free transportation as part of the salaries of these officers, and often made this the excuse for ineadequate compensation. The same thing is true of the ministers of the gospel; their congregations regard the half-fare ticket as part of their salaries. We are convinced that an entire prohibition of passes would be better for the railroads, better for the public officers that have been in the habit of receiving them, and give a higher standard in the public mind with regard to the value of the services of those to whom is entrusted the making, the determination and execution of the laws.

From the information the Commissioners have been able to procure, it is probable that the free transportation that would be cut off by a law in accordance with the above suggestions, would be not less than three nor more than five per cent of passenger earnings of the railroads in the State. Large as this is, it is less than generally thought to be.

#### REDUCTION OF PASSENGER FARES.

Connected with the abolition of passes there is a strong impression in the public mind that a reduction of passenger fares should be made, induced probably by the belief that the percentage of free transportation to paying fare is larger than it is. The political conventions of the State have expressed their views upon this subject in decided terms. The legislature of the State of New York, before the year 1860, fixed the rates of passenger fare on the New York Central Railroad at two cents per mile from Albany to Buffalo, a distance of three hundred miles, other lines three cents, and the Commissioners understand this to be the only instance when the legislature of any State has fixed the rate at two cents per mile, ex-



cept extending this rate after the consolidation with the Hudson River Railway. Experience has shown that this rate there is reasonably remunerative. There is however some difference in the situation, that will be well to consider. The population of the cities at the eastern terminus of this road, according to the census of 1880, was 2,081,223; that of the cities with a population of over ten thousand and along the line of the road outside the eastern terminus and including Buffalo, was 538,036; of the towns and villages with a less population than ten thousand, 184,896. The population by the census of 1860 of the cities at the eastern terminus of the road, 1,193,072; of the cities with a population of over ten thousand, 385,593; of the villages along the line, 185,000. The increase in the population of the State, as will be seen by this, is mainly in the large cities, the villages and small towns remaining for the twenty years about the same.

It is hardly probable that the population of the towns and stations on all the lines of any railway in Iowa will reach 150,000, so that while a low rate for passenger service may be profitable and perhaps serve to increase the passenger earnings of the railroad, it does not necessarily follow that the result would be the same here to an extent that would compensate for the reduction.

The conditions of a densely populated region for stimulating passenger traffic vary very much from sparsely populated districts. The State of New York has an area of 47,620 square miles, and a population reported by the census of 1880 as 5,082,871. In 1860 the population was 3,831,590. The State of Iowa has an area of 55,045 square miles, and the census of 1880 gives a population of 1,624,615.

The passenger earnings reported in 1878 on 4,157 miles of road then in operation in Iowa, were \$5,178,624.02, or \$1,245.70 per mile. The passenger earnings reported in 1887 on the 7,997 miles in operation, were \$10,208,086.72, or \$1,276.48 per mile.

That the conditions follow closely the density of population will be seen by the following comparison:

The New York Central & Hudson River Railroad Company operates 1,441 miles of road entire. It carried 14,662,118 passengers an average distance of nearly 33 miles; or the number of passengers carried one mile was 476,128,729, 10,034 passengers carried for every mile of road.

The systems of roads of which the Iowa lines form a part have a mileage of 21,824 miles; the number of passengers carried was 26,-

760,640; carried one mile, 901,365,230; average distance carried 35 miles; number of passengers carried to mile of road, 1,228.

The roads in Iowa have a total mileage of 7,997 miles; the Commissioners' estimate is, total number of passengers carried, 9,742,051; passenger miles or passengers carried one mile, 327,314,629.

The New York Central & Hudson River Railroad has 18 per cent of the mileage of the Iowa roads, and carries 145 per cent of the passengers that the entire Iowa roads carry, or less than one fifth of the road carries nearly one and one half the number of passengers the same distance. These facts are here stated as worthy of the attention of the legislative mind when it approaches the two-cent mileage rate. In our judgment, as will be seen in another part of this report, the proper place for reduction is in freight rates; for while the passenger rates affect only that portion of the public that travels, every reduction in freight rates would result to the advantage of producer and consumer, which, in a State like ours, should include a much larger number than the traveling classes.

#### A NATIONAL FREIGHT CLASSIFICATION.

In the early days of railway freighting, it was the practice of each company to make its own classification on the basis that best fitted the wants of the community it supplied and the interests of its particular line, without much regard to other localities or other carriers. As the business increased and competition was met at almost every point, rates and classifications had necessarily to be reduced to system by which comparisons could be constantly made. This led to classification in groups, the railways on the seaboard and those running west as far as Chicago agreeing upon a uniform classification with some special name, as the "Eastern State Classification"; the line from Pittsburg and the Ohio River points, the "Middle State Classification"; from Lake Michigan terminals and competing points to the Missouri River, the "Joint Western Classification." It is probable that a different classification may have been adopted in the southern and extreme western States. These various classifications, adopted with reference to the localities that these groups of railways serve, have led to continual difficulty and complaint on the part of shippers whose freights are carried through two or more of these divisions.



A contract made in New York for a shipment of goods to Iowa points in many instances changed the classification to an extent that the rate is materially altered, although the goods may be carried in the same car the entire distance. This Board has frequently had occasion to examine and return for correction through contracts. They are firmly convinced that the misunderstandings resulting from changes in classification should be corrected, if not by a uniform classification throughout the United States, at least by uniformity east to west in the States that are in the same parallel of latitude. If the attention of Congress was called to this matter by the General Assemblies of the States interested, and some action taken, it would furnish a remedy for one of the most troublesome grievances in the entire system. Our view is that a simple amendment to the inter-State commerce law, requiring the roads to adopt uniformity, would be enough. Perhaps the Inter-State Commerce Commissioners could examine the matter and report something practicable. Whatever may be adopted should be based upon the value of the article, the amount of the tonnage and the space required in its carriage. There are other elements, but we know of nothing that would make impracticable an agreement that would be just to all localities and to all carriers.

#### POWERS OF THE STATE APPLIED TO INTER-STATE COMMERCE.

In the report of 1886, page 39, the Commissioners review what is known as the "buggy case," where the Chicago & Northwestern R'y Co. refuses to obey the orders of the Commissioners which directed the road "to so revise and alter its inter-State distance tariff so far as it relates to freight shipped from points within this State to points without this State, and from points outside the State to points within the State as to make it correspond to the Iowa local distance." One of the Commissioners dissented in this case, and based his dissent upon the rulings of the Supreme Court of Iowa in the case of *Carton v. Illinois Central R'y Co.*, 59 Iowa, 151, and the opinion of Judge McCrary in the case of *Wm. Kaiser v. Illinois Central R'y Co.*, rendered October 24, 1883. He says: "If the Federal Courts regard it as incumbent upon them to follow the rulings of the Supreme Court of the State, it seems to me that a Commission created by State authority is going beyond its powers when it attempts to do what the court says the State in its sovereign capacity cannot do." The Supreme Court of Iowa overrules the order of the Commis-

sioners, and the Supreme Court of the United States, in the decision rendered October 25, 1886, in the case of *The People of Illinois v. The Wabash, St. Louis & Pacific Railway Co.*, held that the authority of the State did not extend over inter-State commerce. Justice Miller, in delivering the opinion of the court, said: "When it is attempted to apply to transportation through an entire series of States a principle of this kind, and each one of the States, or of half a dozen States, shall attempt to establish its own rates of transportation, its own methods to prevent discrimination in rates, or to permit it, the deleterious influence upon the freedom of commerce among the States and upon the transportation of goods through those States cannot be over-estimated. That this species of regulation is one that must be, if established at all, of a general and National character, and cannot be safely or wisely remitted to local rates and local regulations."

The reduction of rates on state freight or the freight over which state authority can exercise any control does not exceed twenty-two per cent of the freight carried in Iowa. The Commissioners have on this percentage recommended to the railroad companies a reduction to a rate practically the same as the inter-state rates for the same distances. Should this or something like it be reached it is probable that everything will be accomplished that can be reached by state authority; the inter-state rates having now generally in the state, reached a lower point than any regular tariffs previously in force. In this connection it might be well to recognize the fact that Congress having adopted its own methods of regulating inter-state commerce, in seventy-eight per cent of the commerce of the railways in Iowa, the only powers the state can exercise over interstate commerce are simply such as are known as police powers, or in other words "those things affecting the comfort, convenience or the safety of those who are entitled to look to the state for protection against the wrongful or negligent conduct of others."

#### THE COST AND REPRESENTATIVES OF RAILWAY PROPERTY.

It is claimed and we think justly that the stock and bonds of our railways represent much more money than has actually gone into their construction and equipment. At the same time there is a disposition to underestimate this property. Casual observer finds the quotation of steel rails from forty to fifty dollars per ton and with this as a basis he figures out the cost of the railroads of the state at



from twelve to fifteen thousand dollars per mile, and concludes that all representative value beyond that amount is fictitious, and that rates that will pay interest on a larger amount are an unjust tax upon the industry of the country. We have never sympathized with this view, believing that the iron, ties, and right of way, have about the same relation to a finished railroad that the brick and lumber have to a finished house. A railway cut or embankment or the bridging of streams may cost large amounts of money that when completed are really worth no more for practical use than the same amount of road that was built upon the surface of the ground. The ballasting of railways, particularly where the material required is as difficult to obtain as in Iowa, costs a great deal of money. In addition to this, the amount of labor required to reduce grades, build and put a railroad in complete condition is difficult for one not familiar with this work to correctly estimate. Their views are confirmed by the remarks of Mr. E. T. Jeffery, General Manager of the Illinois Central Road, in an argument made by him before the Railroad Commissioners of Illinois, on the reduction of rates, which we here quote:

"Permit me, Mr. Commissioners, a short digression upon the cost of constructing railways. It was stated at yesterday's meeting by a gentleman who seemed to consider himself conversant with the subject, that a railway can be constructed at an average cost of \$15,000 per mile. He stated, with great exalt, that 100 tons of rails could be bought for \$4,000. I admit that he is correct in his statement as to the price of rails. But that is not all there is in the construction of a railway. Among the many duties with which I am charged at the present time, is that of constructing a first class railroad from Chicago to Freeport. The line is now well on to completion between Elmhurst, a point seventeen miles west of Chicago, and Freeport, a distance of about ninety-three miles. It passes through the prosperous and beautiful city of Rockford, the second manufacturing city, I believe, in the state of Illinois. The actual cost of this line of road from Elmhurst to Freeport, not including any terminals at Chicago or any attempt to procure them, not including any terminal facilities in Freeport, because the Illinois Central Railroad Company possesses them already, but simply the bare, naked cost of the line from Elmhurst through Rockford to Freeport, is \$30,000 per mile.

The railroad is being built with 64-pound steel rail, sound white oak ties, stone culverts, iron bridges; and into these things, and the

heavy embankments, and the deep cuttings, and the good alignment to avoid sharp curves, this money is being put, in cold, hard cash, and without any speculation or stock-watering, or any similar nefarious practice. No stock or bonds have been issued up to this time, but cash has been paid for everything."

CHICAGO, October 14, 1887.

*Hon. Peter A. Dey, Railroad Commissioner, Des Moines, Iowa:*

MY DEAR SIR—The pamphlet to which you refer contains my remarks before the Illinois Railroad Commissioners.

You will notice that you are in error as to the statements I have made therein in reference to a railroad between Freeport and Chicago. The railroad is under construction, and well on to completion between Freeport and Elmhurst, a point seventeen miles from Chicago. The cost of this piece of road, without terminal facilities at Freeport, and, of course, without them at Elmhurst, will be over thirty thousand dollars per mile, without any equipment whatever. If the cost of equipment were to be added, it would make it thirty-five thousand dollars per mile. The statement is on page 24 of pamphlet herewith enclosed.

I cannot state the value of our terminal property in Chicago. It covers a large area of ground, and embraces several thousand feet of wharfage and river front, and fifteen or twenty acres of land containing locomotive and car works. I do not see how the property could be duplicated. To produce it in its present condition, would cost from ten to fifteen millions of dollars, if it were to be made to-day, and the property was not in existence.

Yours truly,

[Signed.]

E. T. JEFFERY.

The road described by Mr. Jeffery is built as a first class road, complete in its construction, and differs greatly from the ordinary line built without special reference to grades, curvature or permanence. Masonry, iron bridges, low grades and heavy cuts were required to make this line equal to its competitors.

The trunk lines from the Mississippi to the Missouri rivers were originally built with little reference to their value for use, and the subsequent cost in getting them in their present condition, we believe, was greater than that of the original construction. We have given Mr. Jeffery's statement as, in our judgment, closely approximating their actual cost. The returns made to this office indicate a larger amount.

It is evident that railway construction with the exception of the right of way must be cheaper in Illinois than Iowa as the surface is not so broken by streams. What has been said, is not in vindication



of over capitalization of railroads nor of any of the methods by which railroads have been allowed to increase their representative values other than by putting money into them. In the report of 1880, page 179, the Commissioners say in relation to a very large increase of stock on two leading roads which had consolidated with their proprietary and tributary lines: "The general assembly has expressly authorized consolidations and these facts have been mentioned by us as information properly embodied in our report. It remains for the general assembly, in its wisdom to determine whether reason exists for the increase of stock reported, and what, if any, remedy is necessary to prevent what is known as stock watering." It has been the settled policy of the western States to furnish every assistance in their power to the building of railways, and it is more than thirty years since a special charter has been required. In Iowa the general incorporation law authorizing associations for the purpose of building roads by any and every party without restraint was the rule, long before any railway reached its borders. The corporations were authorized to issue such stock and bonds and dispose of them whenever and wherever they choose without any responsibility to State authority or any limit to its extent. In the early days of the republic there was a jealousy of aggregated capital and until about 1850 special charters were required and great care was exercised in limiting the powers, the capital and debts of all associations or partnerships whose members were exempt from individual liability. Our fathers seem to have inherited from the revolutionary period a suspicion that led them to fix exact limits to all grants of power. By the middle of the present century the railroad had become so much of a necessity that public sentiment required many of the old safeguards to be abandoned, and only the most purely democratic principles to be applied to their organization, so that capital, which formerly was acquired in the organization of these corporations, ceased to be a necessary element. The laxity of our laws has resulted in evils that deserve at least serious consideration. Under our system of general incorporation the speculator without money or credit meets with none of those questions as to the necessity or the effect upon other interests of the project that he wishes to inaugurate. If he can raise enough money to pay the Secretary of State his fees, with the addition of a few names as irresponsible as his own, he can form a company to build a road any or every where within the limits of any

State. We find in the *Railway Review* a quotation from an address from Mr. Hitchcock, of St. Louis, which seems to cover the situation so entirely that we insert it here:

"There is nothing to prevent any five men, whose combined capital would not enable them to lay and equip five miles of track on a flat prairie, from forming a railroad corporation with power to construct a road 500 miles long, and to condemn private property for that purpose, for a line whose construction it is morally certain that no public interest really demands, and from which no experienced railroad man could reasonably expect dividends to accrue. It may be said that under such circumstances nobody would form such a corporation, or incur even the small expense required for obtaining such privileges. But experience shows that dividends on railroad stock, honestly earned by business actually done, are by no means the only source of profit on which the promoters of railroad corporations rely. Such things have been known as not only the projection but the construction of railroads on borrowed capital, for the express purpose of compelling some other railroad company already in operation to buy out the new line at a profit to its builders and thus prevent competition. It is even said that railroad corporations have been formed and railroads built, in the interest of construction companies whose outlay was repaid, with the addition of enormous profits on their work, not out of the proceeds of honest stock subscriptions paid up in cash, but by the sale of first mortgage bonds far in excess of the value of the line, floated upon a confiding public by virtue of rose-colored estimates of future business. A scheme like this involves no consideration whatever of public necessity. Its success depends simply upon the credulity of the public, and its outcome is either the collapse of the enterprise as soon as its original promoters have had time to unload, or a ruinous competition for business and a receivership of one or both of the competing lines, only one of which is needed."

It is probable that had proofs been called for and a demonstration to some disinterested tribunal that the wants of the public required a new road before a charter could have been obtained, and a limit fixed to the amount of capital and debt that might be issued to expend in its construction and equipment, that there would be less miles of railroad in Iowa to-day than now. We are not sure that the wants of the State would be fully as well provided for. There would be less miles of road to maintain, and the interest and dividend charges would be materially smaller. To accomplish the best results, a revision of incorporation laws would seem to be desirable, and some limit fixed to the capitalization of the roads so far as the State authority extends. It may be that the State owes enough to parties



that have constructed its roads to prohibit useless or blackmailing competition.

#### WARMING CARS.

The accidents that have accrued during the last few winters from derailment of trains and collisions have so often been followed by the rapid burning of cars and those of the inmates that by reason of injuries or other causes were unable to escape, that the car stove seems to be *per se* dangerous, and some appliance should be substituted to take its place.

We are informed that in Germany the cars are warmed by live steam from the locomotive without perceptibly impairing its power, the pressure being reduced so that its use is not dangerous in case of accident. We are of the opinion that cars may be successfully warmed by the use either of live steam direct from the boiler, or better still, by the use of exhaust steam. If this can be accomplished, much of the dangers of winter travel will be removed. The legislatures of New York and of some of the New England States acted upon this subject last winter, prohibiting the use of stoves after January 1, 1888. This may well be a matter for legislative action, although probably the best results might be obtained from a resolution asking the action of Congress upon the matter. Our roads are so thoroughly inter-state that our legislation may conflict with that of other States through which the cars of the same companies run. Congressional action would certainly accomplish all that is required.

#### AUTOMATIC COUPLERS AND AIR BRAKES.

We have recommended in former reports, and also in the present, the adoption of automatic couplers and air brakes on freight trains. We have traced a large proportion of the annual loss of life to three causes: "caught in frogs," "coupling cars," and "falling from trains." The reports of this year show the loss of life and injury from the first cause reduced to almost a minimum. We are very confident that the adoption of the proper appliances would be followed with equally favorable results in the car coupler and the air brake. Changing the cars would involve a large expenditure of money, and if the General Assembly should determine to act, it would be well to give some consideration to the cost. To fit an engine with Westinghouse air brakes, including air pump, air drum, hose and all neces-

sary appliances, costs \$450. On the systems of road reporting to this Board, there 1,677 locomotives not so equipped, which would cost \$754,450. To fit a passenger car with Westinghouse automatic brake costs \$150; freight cars would probably cost \$60. There are 80,289 freight cars not so equipped. We do not know what a coupler of the Janney type would cost, but presume not less than \$25.00; applied to 80,289 cars, would cost \$2,006,200. For Iowa, 1,177 at \$450, \$529,650; 32,249 freight cars at \$60, \$1,936,940; 32,249 Janney couplers at \$25, \$806,225.

This is not stated as a reason why every precaution to preserve human life should not be adopted, but to show the difficulties that daily meet the railway manager in the discharge of his duties.

It has been the practice of the Commissioners, in their annual reports, to recommend some legislation for the consideration of the General Assembly. This usually includes matters brought to their attention in the regular discharge of their duties. One of the first of these was dictated by the narrow limit business on the railroads over which the State could exercise control. An early examination of the traffic of the roads developed to them that the State rates, or the freight that was carried from one point to another in the State, was but eighteen per cent of the freight carried by the roads in the State, and they recommended the passage of a joint resolution by the General Assembly asking the representatives of the State in Congress to urge the passage of some law regulating inter-state commerce. The Commissioners held from the first and always, with the exception of a brief period, that their authority did not extend over shipments destined to, or coming from points outside the State. In what is known as the "buggy case," the majority of the Commission attempted a regulation of inter-state commerce, but the Supreme Court of the State sustained what had always been the theory of the Commission up to that time, and the Supreme Court of the United States finally settles the question in the "Wabash case."

The Commission recommended that all the relations of the State to the railroads should be put in the hands of the Commissioners, so that but one report need be made.

They recommended that some limit be placed by law, upon the issue of stock and bonds, arguing that it was unsafe to entrust these things to any corporation without some controlling power to which the officers should be answerable and as a safe-guard against the en-



largement of capital without corresponding outlay, or against what is usually known as "stock watering."

They also recommended legislation making it a penal offense to walk on railroad tracks. This was forced upon their attention by the fearful loss of life and personal injury yearly resulting from this cause.

They recommend a statute, prohibiting carrying dynamite or other dangerous explosives on trains.

They recommended some check to the building of new railroads, requiring State authority to determine whether the new roads were necessary before the power of "eminent domain" could be exercised to condemn private property, and some amendment to the general incorporation act in accordance with this suggestion.

They recommended that the law authorizing the majority of the voters in a town or municipality to tax the property within its jurisdiction for the purpose of aiding in the building of railroads, be repealed.

They recommend that all railroads should be fenced within a year after the tracks were laid, and advised the passage of a statute requiring this.

They recommend that some law be passed by which a new highway may cross a railway, who shall be at the cost of building the crossing and who shall maintain the crossing after completed.

They are now of the opinion that most of these matters are worthy of the consideration of the legislature.

PETER A. DEY.

LORENZO S. COFFIN.

SPENCER SMITH.

The following on railroad legislation prepared by Mr. Coffin, does not in every particular meet the views of his colleagues. While agreeing with him in the main, they feel that it is hardly their province to go as far as he goes in asking for legislation, and for this reason it is thought best that he alone should be responsible for it.

#### RAILROAD LEGISLATION.

While we have in preceding pages of this report taken notice of several subjects that should and probably will receive legislative attention, the peculiar state of unrest of the public mind and the demand for more and more stringent control of transportation corporations, may warrant the devotion of a few pages under the special head of "Railroad Legislation," to a further consideration of this specific subject.

At no previous time in the history of our state has our legislature come together with such a wide and varied field open for statesmanlike and wise legislation as presents itself to the incoming Twenty-second General Assembly.

The question of "what not to do" may be as important as that of what should be done. In fact in times of extreme public excitement, "what not to do," is often the true but difficult thing to decide.

With all of Iowa's greatness and her high rank among her sister states in railroad matters, she still is in the formative state.

Looking back upon her railroads, from a point twenty years in the future, her whole railroad system is crude and far from the perfection that is to be. Her road beds, her grades, her bridges, the equipments of trains and the service generally both for passenger and freight, the convenience, comfort and safety of the people both as patrons and employes of the companies, are as rude and as far below those of the near future as are the uncomely and crude ways of the pioneer farmer below that of the skilled and advance method of the scientific agriculturalist of the older states. It matters not that there may be for the time being an apparent slowness in the increase of the population and wealth of the state, owing largely to the intense desire in the mind of Americans to possess lands, that has led so many of our young men and even older citizens to seek homesteads, preemptions



and tree claims in the great territories and states west of us, the future of Iowa is assured.

The population and wealth of this state is destined to be large. In giving to Iowa such a soil as she has it was ordained in that gift that she should become great. Hence her railroads must in the future be prepared for a business so far beyond their present capacity as that now done will seem "like the day of small things." It must follow then that any legislation that will in any manner unreasonable cripple their resources so they cannot make the necessary improvements so as to be able to meet the coming demands upon them is such as it will be wise "not to do." Every wooden bridge must be replaced by stone and iron. All the temporary expedients of the present must give place to works that will be put in to stand the wear of centuries. Grades and curves must be cut down and straightened even at a cost far beyond that of first construction. Double tracks will very soon be an absolute necessity and on one of our trunk lines at least, greatly needed now.

As the country becomes more thickly settled more trains will be required, and it is very probable that it will be only a question of time when public safety will demand that grade crossings of railroads with each other must be abandoned and only overhead crossings allowed, if, indeed, most if not all highway crossings shall not be required to be over or under.

The first thought, the first duty, the highest consideration of a State, or of a legislator who acts for a State, is the safety and happiness of its citizens.

The first duty of a government is primarily to protect the life of the citizens and then to prevent as far as possible all suffering, to relieve all in its power which it cannot prevent, and to throw all reasonable safeguards around property, and the extent to which law can go to protect and promote the morals of the State so far should legislation be invoked. If by law, temptations or incentives to immorality can be removed and the rights of the individual preserved, law should remove them.

Applying these unquestioned propositions to the situation, what are some of the facts that confront the Iowa lawmaker at the present time?

We need only to go back in the history of railroad work one year, to be most sadly convinced that there is much to be done to render railroad travel safe. While it is a matter of grateful surprise that of

the vast millions that ride on the rails so few meet with serious injury; still, in the last year, almost each month has witnessed railroad calamities that have shocked the entire nation. This only proves that the methods of railroad construction, of railroad equipment and railway management are still very far from being perfect. Startling as are the facts of these railroad horrors, in which scores of human beings have been either injured, killed, mangled or burned, and, as it would seem, so uncalled for, had a little more precaution and expenditure been used. Still, there is another chapter in the railroad history of this nation that cannot be read by any thoughtful man, and especially by a man charged with the responsibility of enacting laws for the protection of the life and safety of the citizen, without the question of his duty in relation thereto being forced upon his mind. Year after year the reports of this Commission have been burdened with the terrible facts of casualties occurring to train men.

Since the organization of this Board in 1878, up to the present time, it has been compelled to report an average of over 231 a year in this State, that have either been killed outright or crippled (most of them for life) from the continued use of the old link and coupling pin device and the hand brake on freight cars. In these nine years, 2,078 train men in this State have met with death or injury from coupling cars and falling from trains. Of these, 212 were killed outright from coupling cars and from being caught in frogs when going between the rails to couple or uncouple cars; 257 from falling from trains comes from being obliged to go on top of cars to use the brakes; Making a total of fatalities from these two causes alone of 469, and 1,609 injured and crippled.

Here is another startling fact. If we go back in the history of railroading in this nation and take all of the great and foremost railroad disasters for the last fifty years, that have so shocked the civilized world on their occurrence, and reckon up the long columns of the killed and injured in all those terrible accidents in all these long years, and then compare the number with that of train men who are killed and injured in these United States from coupling cars and by using the old hand brakes, we find that each year we kill and injure more of our young men by these two ways alone than were killed and injured in all those great accidents for fifty years put together. In addition to this fearful loss of life and limb, there has come a destruction of property in railway train wrecks directly traceable to the



insufficiency of this link and pin coupler and hand brake that in the aggregate would be well nigh beyond estimate or belief.

The question must arise in the mind of every thoughtful legislator, is all this loss of life, all this human suffering, and all this destruction of property, an inevitable accompaniment to railway transportation?

To find an answer to this question he has a right to turn to the reports of the Railroad Commission for information.

For years this Board was obliged to place before the General Assembly the long array of fatalities and accidents arising from these two causes, but were unable to point out a practical remedy, and as it was unable to find one elsewhere, no action was taken. *It is with great satisfaction that we can now say, this time of helplessness is past.*

The last two years have witnessed great strides in the progress of perfecting safety appliances which will, *if used*, lessen these accidents to life and limb from these causes a very large per cent, if indeed they do not eliminate them entirely from future reports.

The application of the power brake to freight train service has been proved beyond all controversy to be not only eminently practical but an economical feature. There is no longer one particle of excuse for delay in this humane work of such legislation as will require railway companies to equip their freight cars with such brakes as will not necessitate the exposure of train men to the dangers and perils they have all these years so bravely met and so patiently endured. In the minds of railway managers the question of the economy and practicability of the power brake on freight cars is settled.

It now remains for legislative action to reinforce the demands of these managers upon the boards of directors and stock owners for the means to place these power brakes upon freight cars.

#### AUTOMATIC COUPLERS.

Along with and abreast of the brake has come the automatic coupler for these same freight cars.

No one, however sanguine he might have been one year ago, would have dared to hope there would be made in the coming year such progress towards the adoption of a "standard automatic coupler" for freight cars as has been made. To-day witnesses the grand fact that over two-thirds of the railroads of this nation stand pledged to the adoption of the "Master Car-builders' self coupler of the Janney type."

Every objection to legislative action upon both of these indispensable safety appliances is now removed. The managers of the railroads themselves virtually come to the doors of our legislators and ask for such laws as will enable them to demand of railway boards of directors and stock owners appropriations to enable them to fit up their cars with these safety appliances.

#### NATIONAL MASTER CAR BUILDERS' ASSOCIATION.

A word of explanation in reference to the nature and work of this organization of railroad men may be in place here.

The Master Car Builders are charged with the responsibility of the construction and repairs of cars. They are to the management of a railroad what an architect is to a builder, what an engineer is to the building of a bridge or the construction of a railroad.

These master car builders are expert and skilled mechanics.

In their annual conventions all matters relative to the best methods of car building, including that of car couplings and brakes, are exhaustively discussed, and from a mutual interchange of views the most approved plans are eagerly sought after. They are sent to these annual conventions by and at the expense of the managers of railroads for this very purpose, and for the sake of securing uniform standards in the construction of cars as far as possible.

A moment's reflection of how the cars of any of our roads get scattered over many others, and needing repairs to be put upon them wherever they may be, will show the great advantage of a uniform standard for everything about a car, especially freight cars.

At their annual meeting in June last in Minneapolis, they finally, after years of discussion and after elaborate tests made by a committee chosen especially for the purpose, decided by deliberate vote upon a certain type or kind of automatic safety coupler for freight cars. By a very wise rule of the association every important or radical change or advance made has to be submitted by what is called a "letter ballot" to the railroads represented in the association for ratification, and if two-thirds of the roads so represented vote for it after having it under consideration for ninety days, then it becomes binding upon all the railroads in the nations voting. On the tenth of October last, the ninety days for voting ended, and when the canvass of the vote was made it was found to have carried by *over* a two-thirds majority.

Here now the railroads themselves have decided in favor of safety



to their employes, but still the managers are powerless to put on these standard draw-bars unless the boards of directors vote to appropriate the money necessary. It is now left to the legislatures of the States to say whether it shall be done or not.

The terrible facts of the killing and crippling of over 230 of our citizens every year by coupling cars and using the hand brake, while engaged in train work, is patent to all. What the duty of a legislature is under these circumstances cannot certainly be in doubt.

What has been said of the action of the master car builders in reference to an automatic coupler may be as truthfully said of a power brake.

The brake tests at Burlington were dwelt upon in our last report. It remains, however, to be said that a repetition or an adjourned meeting for these brake tests was had at Burlington this spring. At this trial some of the most wonderful achievements were shown.

Long freight trains of fifty cars each were handled by the engineer without a man at the brakes on the tops of the cars, as easily and as smoothly as is a passenger, and with as great freedom from danger to train men. During the last two months, this train of fifty cars has traveled the country from St. Paul to Boston, stopping at prominent railroad centers, and on advertised days gave exhibitions of the working of its power brakes to large crowds of practical railway men, convincing all without exception, of the full practicability of the application of automatic brakes to freight train service.

Here the managers of the roads themselves appointed a committee of experts, their own employes, and have expended considerable sums of money in these tests for the very purpose of proving the feasibility of using these power brakes and after proving this to a demonstration, now await the action of the legislature to require them to adopt what they themselves at great expense have proved to be the thing to do.

To show that the railroad managers themselves are not only willing to have legislation on these subjects but are virtually asking for it, we will quote from an able editorial from the *Railway Review*, a journal that is supposed to speak for the railroads as much as an agricultural journal would be expected to speak in the behalf of farmers.

Under head of "Government Investigation and Inspection," running through two issues of that paper, issues of October 15 and 22, on pages 597 and 611, the writer says:

The list of railway disasters during the past twelve months has been simply appalling. With the ghastly details of those which have resulted in loss of many lives, the public has been made so familiar that it now almost ceases to shudder when the newsboy's cry is heard on the streets announcing another terrible railway accident. Only the one who actually sees and hears the untold horrors of such an event is deeply impressed by it, and the number of these is necessarily limited. Of the hundreds of minor disasters such as are daily reported in the papers, which result in the loss of comparatively few lives and a small amount of property, public opinion takes almost no account. If we add to these the large number which cost life, limb and money, but which never find their way into print, the sum total is so great as to impress us deeply with the conviction that railway travel and railway operation in this country are in the aggregate much more dangerous than they should be. So strong is this conviction becoming among railway men themselves that many of the most thoughtful are beginning to inquire whether any great improvement can be looked for unless the government intervenes to secure greater safety for travelers and railway employes.

We do not apprehend that government intervention of this nature will meet with any such opposition as that which has always been aroused by attempts to alter the laws of trade and regulate rates. There is no denial of the police power of the State; and the question to be considered is not a constitutional one, but simply this: "Can the government lend any aid by legislation and supervision toward making railway operation safer for all concerned?"

Those railway disasters which are absolutely unpreventable, and are to be considered as inevitable under any conditions under human control, are exceedingly rare. Those which "might just as easily have occurred on any other road" are very numerous. Every one of them has its lesson—and that lesson ought not to depend upon the degree of mortality involved. The correct conclusion should in every case be drawn and made the most of, whether a hundred lives or only one life or even one limb is involved. The State not only has the right to demand but it is its duty to demand that the best possible protection shall be afforded its citizens, not only against criminals, but against negligent and imperfect methods of railway operation and the use of inadequate or imperfect machinery. How can this be done except by investigation of the most searching character and by recommendation and, if need be, legislation based upon the result of such investigation?

While we are satisfied that railway officials in general are not lacking in due appreciation of the responsibility resting upon them and the value of human life, they are hampered in many ways. Few of them have the time and means to do what they would like in perfecting their roads, equipment and service. The revenue of their company's is the first consideration which its owners hold up before them. It is but proper that the State which is unhampered by any other consideration except how to save the lives and limbs of its citizens should assume some of the responsibility, and by scientific



investigation and inspection aid the railway managers to secure this end. In order to have such co-operation, the first thing necessary is light. There has been too much useless legislation—which was worse than useless, because not founded upon correct understanding of the facts. The State by means of an expert tribunal, should investigate every railway accident great or small. In every case the inadequacy of mechanical appliances should be clearly pointed out, whether an adequate remedy is existence or not. In this court it ought not to be sufficient to show that a railway company is "up to the average of first-class roads." If anything is shown to be defective it should be so stated.

## II.

If it be admitted, as we have endeavored to show, that the highest interests of all concerned demand that the State, through competent experts, should thoroughly investigate all railway accident, the question remains, what, if any, action it should be taken in pursuance of the idea of making the most of the information thus obtained. There is an undeniable advantage in having the fullest light thrown on all causes of disaster. In some cases that is all that need be done in the interest of future prevention. But experience has shown that railway officials are very much like other mortals who daily and knowingly do things which they ought not, and omit many things which they ought to do. Between the Scylla of public opinion and the Charybids of the board of directors, it is difficult to steer. Neglect to follow the warning of experience is as easy in railway operation as in any other business of life. When one is daily running dangerous chances he becomes so accustomed to them that he ceases to fear, and trusts much to luck. The railway manager is conscious that it may be the turn of his road next to figure as the scene of a terrible disaster—but he is none the less taken by surprise when the lightning strikes. Gradually he comes to feel that "accidents" are fate, and that the best he can do is to lessen the chances slightly. The responsibility he feels is not his, because what is not inevitable is due to the financial limitations under which he is obliged to act. Is it any wonder that the strain upon the mind and hearts of many of them becomes so great that they break down prematurely and are numbered with the victims of "over-work," which often means over-care.

Under this state of things mechanical reforms must work slowly. Between the upper millstone of stockholders clamoring for dividends and the nether stone of a public demanding and enforcing by law a constantly descending scale of rates of transportation, the grist is ground very fine. Immediate outlays of money look very large, and if the returns are not very large and very near at hand, the obstacle is too big to be overcome. The present must be taken care of at any rate, and the future is a secondary matter.

It is true, too, that while the powers of many railway officials are so circumscribed that they hardly dare to recommend any improvements to their directors, there are some who are in entire accord with the policy of

procrastinating and taking the chances. They are either sanguine of their own good luck, or have cultivated a mulish obstinacy which even the most terrible disasters fail to cure them of. Indeed, it is popularly believed that there is more than one railway official whose sole qualification is obstinate conservatism and brutish stolidity. This is not true of them as a class. Railway officials average neither better nor worse than men of the best business ability in other avocations.

There is another limitation to the progress of mechanical improvement in railway management which underlies it all and which must always exist. Proposed improvements are not always what they seem. The claims of inventors, though made possibly in good faith, are based upon self-interest and in the majority of cases prove fallacious. Only one invention in many hundreds has any real value whatever; only one in many thousands proves to be greatly valuable. It follows that a defect in railway appliances may exist for many years before the problem of remedying it is solved. Solutions without number are announced, but the test of practice shows them to be failures. Sometimes the real solution is arrived at by one invention or discovery—but generally is a development through many such. Sometimes railway men will be the first to recognize it and sometimes they will be slow. But when it is clearly demonstrated, either by the experience of railway men or simply by the unaided efforts of inventors, that an improvement is practicable and valuable, its adoption, if left to the option of the railway managers, may still be altogether too slow. At least three mechanical problems have just now reached this stage, namely, power brakes for freight trains, automatic couplers, and heating trains without fire in the cars. These three problems have been successfully solved—the first two by the joint efforts of the railways and inventors, and the last by invention and public opinion stimulated by a fearful series of lessons and without much aid from the railways. The question is, shall the adoption of these devices, all of them admitted beneficial from an economical as well as from a human,itarian standpoint, be left to depend upon the convenience of the railway companies or be hastened by legal enactment.

The highest consideration which can influence the State is the safety and happiness of its citizens. The first object of government is protection of life. Evidently it cannot wholly prevent violent deaths; but so far as it can do so, it is its supreme duty. There has never been any denial of the police power of the State as exercised with the intention of making travel by rail or water more safe. Whenever citizens are obliged to trust themselves to the care of others, the State is justified in demanding and providing for the utmost care. Accordingly we find in the statutes of most of the States some requirements looking to the protection of railway passengers and employees. Trains must come to a full stop before crossing other roads on grade. Passenger cars must be supplied with axes, saws, fire extinguishers, etc.

Two or more have passed laws forbidding the use of stoves in cars. Nearly all states have railway commissions provide for some kind of inspection of railway track and structures.



There are provisions of the common law also, bearing upon this subject. Generally speaking, railway companies are required to be up to the average of roads of the same earning capacity, and to adopt well known and proved safety devices. The requirement is, however, hardly strong enough in actual practice to be a very powerful incentive to mechanical improvement. Employees are required to agree by contract to waive this protection of the law. Judges and juries are unreliable, and it is by no means easy to prove the best or average practice.

It follows then, in view of the apathy of the owners or direct controllers of railway property, and the inadequacy of the common law, that protection of the lives and limbs of railway passengers and employees must be sought in wise and timely legislative enactment. Such legislation to be really helpful and subserve its true end, must be based upon expert investigation to discover the real needs and the adequacy of proposed remedies; and subsequent expert inspection to see that the requirements of the law are met by the railway companies.

When the railway companies themselves through their representative mechanical associations declare that investigation has been rewarded by success and point out the devices which have solved the given problem, the matter is greatly simplified. Such is the present status of the freight train brake and coupler question. The way is now clear for legislation requiring railway companies to do what they have practically acknowledged that they ought to do. In the matter of heating passenger trains by steam, the state can now easily determine whether any legal enactment should be made.

It seems to us also, that the state may rightly demand that the railway appliances in actual use should be kept up to a high degree of efficiency. Few mechanical officers will claim that they are getting the best work possible out of all the appliances which they have in use. Where the question is purely an economical one, as, for instance, whether the full value of the fuel is realized, the state has nothing to do with it. The law requires a certain degree of perfection in road bed and bridges; and the railway commissioners make annual inspection of their condition. Why should they not also inspect rolling stock?

An illustration will convey our idea most clearly. It is comparatively an easy thing to determine how efficient the hand brakes on freight trains can be made and maintained. If we take an ordinary freight train on any road, we will find that the brakes do not have one-half the power which they might have and ought to have. They are applied to only one truck on each car; they have wooden beams, which bend under pressure; the shoes hang at varying distances from the wheels; parts of the apparatus were badly fitted in the first instance, and wear and tear have greatly lessened the original efficiency. This state of affairs betrays gross negligence, and is the cause of much loss of life, limb and property. Yet, it is well-nigh universal, and, for aught we can see, will remain so unless some power outside is brought to bear to compel a change. Why should not the law require a certain degree of efficiency in appliances upon which safety depends? Let it require for in-

stance, the use of continuous brakes capable of stopping trains of certain size, and running at a certain rate of speed in certain distances. Let it require the use of car couplers which do not require men to go between the cars, and as experience has proved such laws ineffective unless uniformity can be secured and as the railway companies themselves have adopted a standard type let the use of that style of couplers be required.

The difficulty of properly framing legislation of this kind is certainly great. This kind of railroad legislation is "bound to come." Legislators and railway men alike will do well to consider it inevitable and study up the methods.

Thus writes with great vigor the editor of the *Railway Review*, a journal of nation wide circulation and of great influence in railway circles.

As said above the most ardent and sanguine worker for these much needed improvements in the freight train service could not have hoped one year ago, for so rapid advance in the railroad mind on these things. Truly "the world moves," and moves rapidly. Will the legislators move as rapidly for the people.

Of course these improvements will cost a great deal of money. It will probably take not less than a million dollars to each trunk line to equip its cars with these automatic brakes and couplers, yet shall a representative of the people charged with the responsibility of the life, safety and happiness of his constituents hesitate when life and limb are in one scale of the balance and mere dollars and cents in the other? Would he hesitate if his life or the life of his boy was in the one scale? In this legislation there can be no possible chance for a doubt, to the benefit of which his vote might be given. In some of the legislation asked for in the platforms of the different political parties there may be a doubt as to its reasonableness or urgent necessity, and the public could well forego for a time the asked for reduction in passenger and freight rates, if the railroads would at once adopt and put in use appliances that would be such an unspeakable good to the train men and their families. Let Iowa also show that she stands for home and all its hallowed influences by saying by her enactments of law that these corporations must respect the rights of their employes to whatever benefit and rest the Sabbath may bring to them in the circle of their families or church privileges.

If the Twenty-second General Assembly of Iowa shall in a wise and discreet way relegate the deadly link and pin coupler and the



treacherous hand-brake to the region of the things that had outlived their day, and will secure to railway employes the rest and recuperation the Sabbath was designed to give and protect our State from this increasing Sabbath desecration by railroads so unwelcome to a great majority of its citizens, it will have done a work that will give it a name in our history of which it will ever be proud.

The views of the Commission upon the subject of Sunday trains are pronounced and are already the property of the public.

Why there should be any hesitation on the part of the legislature to enact whatever laws necessary to have railway corporations observe the usual rule of rest on the Sabbath is strange to us.

In recent interviews with several of the managers of our trunk lines by a member of this Board it was found they were unanimously in favor of "no trains on Sunday," but the public clamor for them was too strong to resist without specific laws prohibiting it. It does seem to us the duty of the legislature is plain. Railroad employes who are called upon to work night and day need above all others Sunday rest. They cannot possibly be so effective and safe train men if this day of rest is not accorded to them. The public good demands this, to say nothing of the rights of the train men themselves.

The running of trains on the Sabbath is repugnant to the moral sense of the fitness of things of a great majority of the citizens of the State, and any reasonable law enacted to restrain this desecration would meet with the approval of a large class of our best citizens.

#### LACK OF CARS.

Perhaps there is nothing in the transportation problem that gives to managers of railroads more perplexity and the public more trouble than this periodical enormous demand for cars beyond their ability to meet. The complaints of shippers from most all points of the State because of lack of cars, and the investigation of those complaints show that this pressure upon the railroads for cars during the months of September, October and November of this year has been and is still greater than ever before in the history of this Board. There are various causes that tend to produce this scarcity of cars, and it may be well both for the public and the railroads to point them out. The fault lies both with the railroads and with the public.

In the first place most all of our trunk lines have been very active in the last two years in extending their roads into new and distant

territory, as well as branches into promising fields along and adjacent to their main lines.

Their mileage has been increased somewhat faster than their rolling stock. The great increase in the length of the hauls necessarily takes more time of the cars to the load, requiring as a matter of course more cars to the number of loads hauled than formerly when there were less miles.

Again, the use of the cars in moving the new material for the extensions and branches have necessarily taken them out of their legitimate work.

The remarkable activity in railroad construction has caused an enormous demand upon manufacturers of cars and locomotives, so much that most are far behind in filling orders.

But the great and crying evil is the lack among transportation companies of some effectual rule that will prevent the delay of loaded cars in the hands of connecting roads and those of consignees. Thousands on thousands of freight cars belonging to western roads have been made to do storehouse work in towns and cities not on their lines, for days and weeks and even months. At this very time while hundred of shippers are demanding cars in Iowa, a member of this Board found on the side tracks of one company in an eastern city 142 cars loaded with Iowa hay, and some of them had been standing for weeks.

Some plan should be devised and adopted by all the roads in which a per diem for cars detained beyond a reasonable time by either a connecting road or a consignee, should be paid, and that rate large enough to lead to their speedy unloading and return.

Until something of this kind is done there will always at certain times of the year be this same trouble of lack of cars, no matter how well a western road may be stocked with freight cars.

Allied to this trouble of lack of cars is another cause of complaint which it may be well to mention. That is the different capacity and size of freight cars, especially those used in shipping hay and live stock. That there will be for a long time different sizes of cars devoted to the same kind of freight is inevitable.

Perfection in all of the methods and means used in transportation, even over steel rails, has not yet been reached any more than it has in water transportation. As improvements are made there will be changes in sizes of cars as there have been in sail and steam vessels.

The only remedy against injustice to shippers is to have all stock



go by its actual weight, making a minimum standard for the car load, and that minimum perhaps what the smaller car would carry. As we understand, it is the intention of all railroads to adopt the plan of weighing all live stock themselves at the destination. This trouble arising from one shipper getting more large cars than another will probably soon be remedied.

Returning to the matter of shortage of cars, it may be well to note the fact that the last two years in Iowa have been years of remarkable drouth in parts of our State and many of the surrounding States.

The hay crops over large areas was very nearly a failure, especially in tame grass meadows.

In the northwestern part of our State there were seasonable rains giving the farmers the best crops they ever had. This part of the State being new and more thinly settled, there are large areas of prairie grass lands and the crop was excellent.

Great efforts were made both by the resident farmers and speculators from outside to secure as much as possible of this wild hay crop. The result is that probably there has been put up from ten to twenty times as much hay in this region, designed for export, as ever before. This hay has to be baled before putting on the cars. After this hay has been taken from the stacks and put through the press it must be at once loaded into the cars or placed in some safe shelter secure against rain and snow or it is liable to be spoiled. But very few of these hay men have store room for baled hay, hence they must have cars at hand ready to receive the bales right from the press or they dare not open the stack and do the pressing.

The many hundreds engaged in the hay business demanding cars all at the same time has made it impossible for the railroads to give them what were asked for and at the same time meet the demands of other shippers. All over this same region of this great hay crop, there has been the last two years magnificent harvests in all kinds of grain. These, with the great and unprecedented cut of hay made, as said above, a very uncommon demand for cars which the companies have found themselves unable for the time to meet.

Added to this is another element which contributes largely to this lack of cars.

These crops of hay and grain, as well as much of the live stock, seek the market just at the time when there is the greatest movement of coal for the winter supply of fuel. All seem to want their coal at the same time.

The movement of coal has assumed great proportions and, unless some new developments, like that of natural gas, which can be made to take the place of coal, this demand for cars for moving the winter fuel is to increase year by year.

If consumers of coal could be induced to order and lay in their supply of coal before this pressure for cars to move the crops, it would afford great relief to all concerned.

It may be necessary to have a coal famine to teach us to be more provident in these matters. As it now stands, we are in imminent danger of this very thing. In an extended trip along the lines of some of the roads in the north part of the State we found not over ten days' supply of coal in the sheds of either the dealers or of the railroad companies themselves.

Should one of our hard snow blockading winters come at this time, there could not be other than great distress in that part of the State. We see no reason why the fall supply of hard coal, at least for all that use it, could not be put in before the busy season of moving the crops comes on.

The hay business in not temporary but will last as long as lands can be leased as they now are for that purpose, but those who manage it will be compelled to adopt business ways and habits. No man can successfully manage it unless he provides himself with ample storage for the baled hay. What are called hay barns for pressed hay can be built at moderate expense.

These holding from ten to forty carloads, filled, enables the shipper to throw his hay upon the market as he may think best and at the same time, if cars cannot be had, his hay is safe from storms. These barns enable the hay operator to utilize good weather in moving his hay and baling it. Without these, no matter how fine the weather for pressing the hay, he dares not use it unless he has the car at hand to load at once from the press. ]

It cannot be expected of the railroads to have such a number of cars as will meet all these demands at once. The parties shipping hay should arrange their business so that the hay may be held ready for the present without loss. If the companies should provide cars enough to meet all these pressing wants just at the time, it is doubtful if they would have side tracks enough to hold the idle cars when not wanted, say some eight or nine months of the year. We are not saying this to excuse the evident lack of cars at the present time.



That there is a shortage of cars, there is no doubt, and we believe it the duty of the roads to increase very considerably their rolling stock. There is great danger that the interests of the State will suffer because of a lack of cars. Not only are shippers put to great inconvenience and loss, but the employees of the companies are overworked. Many of them for the last two months have been compelled to do double duty. Motive power is seriously lacking on some of our roads. More engines, more men, and less necessity and less temptation for over-working them.

Our object in thus plainly dealing with this subject is to show that responsibility is divided in the matter.

As said above, until a well digested plan is adopted by the railroads to prevent this unreasonable delay of cars in the hands of consignees or of connecting roads there will always be more or less of trouble, and our shippers who load the cars or may wish to load them will suffer.

One thing more may be said on the matter of scarcity of cars. It is charged by many living at non-competing points, that at common points cars are more liberally furnished to shippers, thus discriminating against those whose business is at way stations more or less remote from other roads and in favor of those who have two or more roads to ship over. Investigation shows there is some ground for this complaint. Each road, at a common point, anxious to get as much of the business as possible, naturally sends cars there on urgent demand quicker than to a station where it will get all the business even if it is somewhat delayed. Human nature is the same wherever found, and railroad managers are not exceptions. The great underlying principle, viz., that a railroad is a common carrier, giving equal rights to each citizen, no matter where he may reside, should not be overlooked. A man living at a crossing of two roads has the advantage his location gives him of using each or both roads, but has no right to have two cars from the same road to one for the man living at a station on either side of him, both having the same amount of business.

It must always be kept in mind that the road is for the people and not the people for the road, and that each individual man of the people has the right to its use in proportion to his necessities or more correctly on substantially equal grounds.

If a man at a common point has four cars of hogs ready to send to market, and another man at a non-competing point on one of the

crossing roads has also four cars to ship, and both apply the same time for four cars, each to the same road, and the company has only four cars it can possibly furnish for, perhaps, that week, and for fear that two car-loads of those hogs at the common point might be sent forward by the competing road, would let the shipper there have the four cars and give the other man none, but make him hold his hogs for another week,—a falling market might result in great loss to the latter man. This would be a discrimination that should not be practiced and cannot be allowed.

There is probably much of this kind of work done through the influence of soliciting freight agents. The temptation is a strong one. The yielding to it is one of the causes of the popular ill-feeling toward transportation companies.

It will be a good day when all the officers of such companies can maintain a strict impartiality. It may be asking too much for human nature.



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COMPILATION  
OF  
RAILROAD RETURNS.

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TABLE No. I.  
CAPITAL STOCK.

| RAILROADS.                                  | Miles.    | Paid in.        | Per mile.   | Common.         | Preferred.      | Amount held in Iowa. | Number of stockholders. | Number of stockholders in Iowa. | Amount of stock representing road in Iowa. |
|---|-----------|-----------------|-------------|-----------------|-----------------|----------------------|-------------------------|---------------------------------|--|
| Burlington, Cedar Rapids & Northern.....    | 1,027.79  | \$ 7,235,000.00 | \$ 7,032.86 | \$ 7,235,000.00 | \$ 1,362,600.00 | \$ 11,000.00         | 424                     | 10                              | \$ 7,013,145.00                            |
| Central Iowa.....                           | 498.09    | 10,043,400.00   | 20,163.66   | 8,080,800.00    |                 | 36,900.00            | 1,018                   | 12                              | 8,172,800.00                               |
| Chicago, Burlington & Quincy.....           | 4,224.73  | 76,390,505.00   | 18,073.33   | 76,390,505.00   |                 |                      | 10,568                  |                                 | 11,337,130.17                              |
| Chicago, Burlington & Kansas City.....      | 181.09    | 8,000,000.00    | 44,201.33   | 8,000,000.00    |                 | 500.00               | 7                       | 5                               | 3,432,675.28                               |
| Kansas City, St. Jo & Council Bluffs.....   | 320.00    | 5,819,973.67    | 18,244.43   | 5,819,973.67    |                 | 68,775.00            | 16                      | 2                               | 977,661.49                                 |
| St. Louis, Keokuk & Northwestern.....       | 185.00    | 3,420,000.00    | 20,000.00   | 2,070,000.00    | 1,350,000.00    | 720,000.00           | 117                     | 102                             | 780,000.00                                 |
| Chicago, Iowa & Dakota.....                 | 26.50     | 300,000.00      | 11,320.76   | 300,000.00      | 100,000.00      | 120,000.00           | 15                      | 13                              | 300,000.00                                 |
| Chicago, Milwaukee & St. Paul.....          | 5,311.15  | 52,507,861.00   | 9,886.00    | 30,911,661.00   | 21,596,200.00   |                      | 2,567                   |                                 | 15,067,763.00                              |
| Chicago & Northwestern.....                 | 4,101.35  | 74,900,830.53   | 18,262.48   | 52,575,895.97   | 22,325,454.56   | 561,100.00           | 2,799                   | 24                              | 29,974,476.77                              |
| Chicago, Rock Island & Pacific.....         | 1,121.00  | 41,960,000.00   | 37,430.00   | 41,960,000.00   |                 | 204,700.00           | 3,340                   | 21                              | 34,503,771.63                              |
| Keokuk & Des Moines.....                    | 162.20    | 4,125,000.00    | 25,383.00   | 2,600,400.00    | 1,524,600.00    | 5,800.00             | 228                     | 4                               | 4,125,000.00                               |
| Chicago, St. Paul, Minneapolis & Omaha..... | 1,295.51  | 34,050,126.66   | 26,243.18   | 21,406,405.00   | 12,643,721.66   | 1,000.00             | 1,234                   | 1                               | 1,969,148.24                               |
| Crooked Creek.....                          | 9.70      | 225,000.00      | 23,195.88   | 225,000.00      |                 | 68,400.00            | 7                       | 2                               | 225,000.00                                 |
| Des Moines & Fort Dodge.....                | 137.83    | 5,041,280.00    | 36,576.67   | 4,283,000.00    | 758,280.00      |                      | 350                     |                                 | 5,041,280.00                               |
| Humeston & Shenandoah.....                  | 95.45     | 4,026,000.00    | 42,179.15   | 4,026,000.00    |                 | 2,013,000.00         | 6                       | 3                               | 4,026,000.00                               |
| Illinois Central (leased roads).....        | 462.16    | 11,211,450.62   | 27,878.11   | 11,211,450.62   |                 | 144,800.00           | 1,183                   | 21                              | 11,211,450.62                              |
| Chicago, St. Paul & Kansas City.....        | 115.00    | 2,300,000.00    | 25,000.00   | 2,300,000.00    |                 |                      |                         | 2                               | 2,300,000.00                               |
| Minnesota & Northwestern.....               | 364.00    | 8,330,900.00    | 22,887.08   | 4,816,700.00    | 3,514,200.00    | 101,950.00           | 304                     | 2                               | 4,870,400.00                               |
| Iowa Northern.....                          | 5.93      | 90,000.00       | 15,000.00   | 90,000.00       |                 | 90,000.00            | 6                       | 6                               | 90,000.00                                  |
| Minneapolis & St. Louis.....                | 368.50    | 8,769,700.00    | 26,512.08   | 5,769,700.00    | 4,000,000.00    | 15,600.00            | 449                     | 35                              | 3,693,132.74                               |
| Ottumwa & Kirksville.....                   | 3.33      | 150,000.00      | 45,004.50   | 150,000.00      |                 | 500.00               | 6                       | 6                               | 150,000.00                                 |
| Frailie du Chien & McGregor.....            | 2.00      | 100,000.00      | 50,000.00   | 100,000.00      |                 |                      | 5                       |                                 | 12,500.00                                  |
| Sioux City & Pacific.....                   | 107.42    | 2,068,400.00    | 19,255.26   | 1,890,400.00    | 169,000.00      | 2,500.00             | 74                      | 4                               | 1,530,700.00                               |
| Union Pacific.....                          | 4.66      |                 |             |                 |                 |                      |                         |                                 |  |
| Wabash, St. Louis & Pacific.....            | 995.00    | 52,626,800.00   | 24,885.07   | 28,404,400.00   | 24,222,400.00   |                      |                         |                                 |  |
| Webster City & Southwestern.....            | 13.50     | 54,000.00       | 4,000.00    | 54,000.00       |                 | 15,900.00            | 6                       | 2                               | 54,000.00                                  |
| Keokuk & Western.....                       | 142.65    | 4,000,000.00    | 28,000.00   | 4,000,000.00    |                 | 72,000.00            | 97                      | 3                               | 2,041,968.00                               |
| Centerville Moravia & Albia.....            | 24.00     |                 |             |                 |                 |                      |                         |                                 |  |
| Mason City & Ft. Dodge.....                 | 91.20     | 912,000.00      | 10,000.00   | 912,000.00      |                 |                      | 5                       |                                 | 912,000.00                                 |
| Council Bluffs & St. Louis.....             | 145.00    |                 |             |                 |                 |                      |                         |                                 |  |
| Clarinda & St. Louis.....                   | 21.50     |                 |             |                 |                 |                      |                         |                                 |  |
|   |           |                 |             |                 |                 |                      |                         |                                 |  |
| NARROW GAUGE ROADS.                         |           |                 |             |                 |                 |                      |                         |                                 |  |
| Burlington & Northwestern.....              | 38.77     | 106,191.41      | 4,047.20    | 106,900.00      |                 | 150,900.00           | 229                     | 229                             | 106,900.00                                 |
| Burlington & Western.....                   | 70.70     | 856,801.82      | 12,118.81   | 856,801.82      |                 | 856,801.82           | 6                       | 6                               | 856,801.82                                 |
| Des Moines, Osceola & Southern.....         | 111.11    | 461,100.00      | 4,153.15    | 461,100.00      |                 | 305,600.00           | 37                      | 32                              | 419,272.72                                 |
| Ft. Madison & Northwestern.....             | 45.00     | 315,100.00      | 7,000.00    | 315,100.00      |                 | 206,500.00           | 86                      | 60                              | 315,100.00                                 |
| St. Louis, Des Moines & Northern.....       | 42.36     | 722,750.00      | 17,062.68   | 387,750.00      | 335,000.00      | 193,875.00           | 7                       | 6                               | 722,750.00                                 |
| Cedar Rapids & Marion Street Railway.....   | 13.00     | 60,700.00       | 5,130.77    | 60,700.00       |                 | 66,700.00            | 17                      | 17                              | 66,700.00                                  |
| Total.....                                  | 21,824.18 | 422,236,960.71  | 19,347.21   | 337,735,513.08  | 94,502,156.22   | 6,038,801.82         | 25,213                  | 633                             | 147,350,517.48                             |



TABLE No. II.

## DEBT.

| RAILROADS.                             | Miles.    | Funded debt.     | Unfunded debt. | Total debt.      | Debt per mille. | Debt representing road in Iowa. | Stock and debt.  | Stock and debt per mile of road. | Interest paid during year on account of road in Iowa. |
|--|-----------|------------------|----------------|------------------|-----------------|---------------------------------|------------------|----------------------------------|---|
| Burlington, Cedar Rapids & Northern    | 1,027.79  | \$ 14,780,000.00 | \$ 240,130.51  | \$ 15,020,130.51 | 14.614.00       | \$ 12,585,239.08                | \$ 22,255,130.51 | \$ 21,653.38                     | \$ 632,606.39   |
| Central Iowa                           | 498.09    | 10,090,369.74    | 1,149,757.15   | 11,210,126.89    | 22,506.05       | 7,249,030.50                    | 21,253,526.89    | 42,669.71                        | 308,447.50  |
| Chicago, Burlington & Quincy           | 4,224.73  | 86,999,707.86    |                | 86,999,707.86    | 21,152.84       | 17,071,050.00                   | 163,390,212.86   | 39,726.19                        | 849,678.50  |
| Chicago, Burlington & Kansas City      | 181.09    |                  | 918,613.49     | 918,613.49       | 5,075.49        | 894,177.05                      | 8,918,613.49     | 49,276.83                        |   |
| Kansas City, St. Jo & Council Bluffs   | 320.00    | 5,693,174.51     |                | 5,693,174.51     | 17,846.94       | 1,024,789.41                    | 11,513,148.18    | 36,091.37                        | 71,719.20   |
| St. Louis, Keokuk & Northwestern       | 185.00    | 3,763,300.00     | 862,800.00     | 4,626,000.00     | 23,060.00       | 1,222,180.00                    | 7,696,000.00     | 41,546.00                        |   |
| Chicago, Iowa & Dakota                 | 26.50     | 397,500.00       | 16,000.00      | 413,500.00       | 15,603.77       | 413,500.00                      | 713,500.00       | 26,924.53                        |   |
| Chicago, Milwaukee & St. Paul          | 5,311.15  | 115,833,000.00   |                | 115,833,000.00   | 21,869.00       | 33,305,790.00                   | 168,340,961.00   | 31,695.00                        | 1,913,604.98  |
| Chicago & Northwestern                 | 4,101.35  | 98,634,500.00    | 4,408,493.61   | 103,042,993.61   | 25,126.60       | 28,837,929.80                   | 177,953,814.14   | 43,389.08                        | 1,424,412.72  |
| Chicago, Rock Island & Pacific         | 1,121.00  | 28,360,000.00    |                | 28,360,000.00    | 15,611.06       | 11,858,161.17                   | 70,320,000.00    | 53,041.06                        | 729,107.58  |
| Keokuk & Des Moines                    | 162.20    | 2,750,000.00     |                | 2,750,000.00     | 16,923.00       | 2,750,000.00                    | 6,875,000.00     | 42,306.00                        | 187,500.00  |
| Chicago, St. Paul, Minneapolis & Omaha | 1,295.51  | 22,620,092.14    |                | 22,620,092.14    | 17,460.36       | 1,301,496.73                    | 56,670,218.80    | 43,743.56                        | 76,884.20   |
| Crooked Creek                          | 9.70      |                  |                |                  |                 |                                 | 225,000.00       | 23,195.88                        |   |
| Des Moines & Fort Dodge                | 137.83    | 3,128,999.99     |                | 3,128,999.99     | 22,701.15       | 3,128,999.99                    | 8,170,279.99     | 59,277.93                        | 32,316.35   |
| Humeston & Shenandoah                  | 95.45     | 2,684,000.00     |                | 2,684,000.00     | 28,119.44       | 2,684,000.00                    | 6,710,000.00     | 70,298.59                        | 563,640.00  |
| Illinois Central (leased roads)        | 402.16    | 5,088,000.00     |                | 5,088,000.00     | 12,651.40       | 5,088,000.00                    | 16,299,450.62    | 40,529.51                        | 349,960.00  |
| Chicago, St. Paul & Kansas City        | 115.00    | 2,300,000.00     |                | 2,300,000.00     | 20,000.00       | 2,300,000.00                    | 4,600,000.00     | 40,000.00                        | 115,000.00  |
| Minnesota & Northwestern               | 364.00    | 6,097,000.00     |                | 6,097,000.00     | 16,750.00       | 2,912,000.00                    | 14,427,900.00    | 39,637.09                        | 84,933.33   |
| Iowa Northern                          | 5.93      | 50,000.00        |                | 50,000.00        | 8,333.33        | 50,000.00                       | 140,000.00       | 23,333.33                        | 5,600.00  |
| Minneapolis & St. Louis                | 368.50    | 7,318,000.00     | 1,731,388.88   | 9,049,388.88     | 24,557.36       | 3,420,840.25                    | 18,819,088.88    | 51,060.44                        | 200,038.01  |
| Ottumwa & Kirksville                   | 3.33      | 97,000.00        | 8,125.68       | 105,125.68       | 31,540.85       | 105,125.68                      | 255,125.68       | 74,545.34                        | 5,220.00  |
| Prairie du Chien & McGregor            | 2.00      |                  |                |                  |                 |                                 | 100,000.00       | 50,000.00                        |   |
| Sioux City & Pacific                   | 107.42    | 3,256,320.00     | 2,067,727.17   | 5,324,047.17     | 49,562.91       | 3,988,947.65                    | 7,392,447.17     | 68,818.16                        | 200,164.94  |
| Union Pacific                          | 4.60      | 1,621,000.00     |                | 1,621,000.00     |                 |                                 | 1,621,000.00     |                                  |   |
| Wabash, St. Louis & Pacific            | 995.00    | 80,762,009.37    | 11,183,185.54  | 91,945,194.91    | 26,071.00       | 3,211,161.07                    | 144,571,994.91   | 60,686.07                        |   |
| Webster City & Southwestern            | 13.50     |                  | 54,703.44      | 54,703.44        | 4,052.16        | 54,703.44                       | 108,703.44       | 8,052.10                         |   |
| Keokuk & Western                       | 142.65    | 340,000.00       |                | 340,000.00       | 2,388.00        |                                 |                  |                                  |   |
| Centerville, Moravia & Albia           | 24.00     |                  |                |                  |                 | 174,178.00                      | 4,340,000.00     | 30,350.00                        | 6,074.82  |
| Macon City & Fort Dodge                | 91.20     | 1,368,000.00     |                | 1,368,000.00     | 15,600.00       | 1,368,000.00                    | 2,240,000.00     | 25,000.00                        |   |
| Council Bluffs & St. Louis             | 145.00    | 2,350,000.00     |                | 2,350,000.00     | 16,519.00       | 1,083,473.00                    | 2,350,000.00     | 16,319.00                        |   |
| Clarinda & St. Louis                   | 31.50     | 354,000.00       |                | 354,000.00       | 12,279.67       | 141,309.50                      | 364,000.00       | 12,279.67                        |   |
| NARROW GAUGE ROADS.                    |           |                  |                |                  |                 |                                 |                  |                                  |   |
| Burlington & Northwestern              | 38.77     | 220,000.00       | 99,894.46      | 319,894.46       | 8,251.08        | 319,894.46                      | 476,085.87       | 11,913.68                        |   |
| Burlington & Western                   | 70.70     | 571,201.21       | 136,021.24     | 707,221.24       | 10,003.13       | 707,221.24                      | 1,564,623.06     | 22,121.58                        |   |
| Des Moines, Osceola & Southern         | 111.11    | 910,000.00       |                | 910,000.00       | 7,297.29        | 910,000.00                      | 1,271,100.00     | 11,451.36                        |   |
| St. Madison & Northwestern             | 45.00     | 150,000.00       | 78,363.55      | 228,363.55       | 4,185.85        | 228,363.55                      | 543,463.55       | 11,185.85                        |   |
| St. Louis, Des Moines & Northern       | 42.36     | 303,000.00       | 99,990.00      | 402,990.00       | 9,513.45        | 402,990.00                      | 1,125,740.00     | 26,575.51                        |   |
| Cedar Rapids & Marion Street Railway   | 15.00     | 50,000.00        | 5,168.50       | 55,168.50        | 4,243.73        |                                 |                  | 9,374.50                         | 2,611.62  |
| Total                                  | 21,824.18 | 508,719,074.82   | 22,712,263.72  | 531,430,438.53   | 24,350.52       | 150,296,919.87                  | 953,667,397.54   | 43,697.74                        | 7,706,920.14  |



TABLE No. III.

COMPARATIVE TABLE OF CAPITAL STOCK FOR THE YEARS ENDING JUNE 30, 1878, 1880, 1882, 1884, 1885, 1886, 1887.

| RAILROADS.                                  | 1878.           | 1880.           | 1882.           | 1884.           | 1885.           | 1886.           | 1887.           |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Burlington, Cedar Rapids & Northern.....    | \$ 5,500,000.00 | \$ 5,500,000.00 | \$ 5,500,000.00 | \$ 6,765,000.00 | \$ 6,765,000.00 | \$ 7,225,000.00 | \$ 7,235,000.00 |
| Central Iowa.....                           | 5,071,655.00    | 150,000.00      | 5,230,000.00    | 10,026,400.00   | 10,026,400.00   | 10,043,400.00   | 10,043,400.00   |
| Chicago, Burlington & Quincy.....           | 27,729,916.51   | 52,203,676.51   | 63,256,096.51   | 71,942,346.51   | 76,452,626.51   | 76,386,025.00   | 76,380,505.00   |
| Chicago, Burlington & Kansas City.....      | 1,793,700.00    | 1,793,000.00    |                 | 8,000,000.00    | 8,000,000.00    | 8,000,000.00    | 8,000,000.00    |
| Kansas City, St. Jo & Council Bluffs.....   | 2,789,413.06    | 2,796,366.71    | 5,735,856.71    | 5,756,636.71    | 5,777,656.71    | 5,798,656.71    | 5,819,973.67    |
| St. Louis, Keokuk & Northwestern.....       |                 |                 | 3,420,000.00    | 3,420,000.00    | 3,420,000.00    | 3,420,000.00    | 3,420,000.00    |
| Chicago, Iowa & Dakota.....                 |                 |                 |                 |                 | 300,000.00      | 300,000.00      | 300,000.00      |
| Chicago, Milwaukee & St. Paul.....          | 39,624,448.50   | 36,499,924.00   | 35,502,744.00   | 47,445,244.00   | 47,445,244.00   | 52,445,161.00   | 52,507,961.00   |
| Chicago & Northwestern.....                 | 49,293,010.82   | 49,465,200.53   | 73,312,150.53   | 76,222,720.53   | 74,920,320.53   | 74,920,320.53   | 74,920,320.53   |
| Chicago, Rock Island & Pacific.....         | 29,435,200.00   | 46,085,000.00   | 41,960,000.00   | 41,960,000.00   | 41,960,000.00   | 41,960,000.00   | 41,960,000.00   |
| Keokuk & Des Moines.....                    |                 |                 | 4,125,000.00    | 4,125,000.00    | 4,125,000.00    | 4,125,000.00    | 4,125,000.00    |
| Chicago, St. Paul, Minneapolis & Omaha..... | 2,800,000.00    | 9,200,000.00    | 29,333,166.66   | 30,593,626.65   | 34,050,126.66   | 34,050,126.66   | 34,050,126.66   |
| Crooked Creek.....                          | 71,500.00       | 71,500.00       | 71,500.00       | 71,500.00       |                 | 71,500.00       | 225,000.00      |
| Webster City & Southwestern.....            |                 |                 |                 |                 |                 |                 | 54,000.00       |
| Des Moines & Ft. Dodge.....                 | 4,000,000.00    |                 | 5,041,280.00    | 5,041,280.00    | 5,041,280.00    | 5,041,280.00    | 5,041,280.00    |
| Dubuque & Dakota.....                       |                 | 565,000.00      | 588,800.00      | 569,500.00      | 569,500.00      | 570,000.00      |                 |
| Humeston & Shenandoah.....                  |                 |                 |                 | 4,026,000.00    | 4,026,000.00    | 4,026,000.00    | 4,026,000.00    |
| Illinois Central.....                       | 11,211,450.62   | 11,211,450.62   | 11,211,450.62   | 11,211,450.62   | 11,211,450.62   | 11,211,450.62   | 11,211,450.62   |
| Chicago, St. Paul & Kansas City.....        |                 |                 |                 |                 |                 | 2,292,000.00    | 2,300,000.00    |
| Minnesota & Northwestern.....               |                 |                 |                 |                 |                 | 3,235,300.00    | 3,339,000.00    |
| Iowa Northern.....                          |                 |                 |                 | 90,000.00       | 90,000.00       | 90,000.00       | 90,000.00       |
| Minneapolis & St. Louis.....                |                 | 2,120,800.00    | 9,588,700.00    | 9,454,100.00    | 9,768,500.00    | 9,768,500.00    | 9,769,700.00    |
| Ottumwa & Kirville.....                     |                 |                 |                 | 150,000.00      | 150,000.00      | 150,000.00      | 150,000.00      |
| Prairie du Chien & McGregor.....            |                 |                 |                 | 2,068,400.00    | 100,000.00      | 100,000.00      | 100,000.00      |
| Sioux City & Pacific.....                   | 2,068,400.00    | 2,068,400.00    | 2,068,400.00    |                 | 2,068,400.00    | 2,068,400.00    | 2,068,400.00    |
| Wabash, St. Louis & Pacific.....            | 1,460,075.00    | 42,448,700.00   | 49,959,700.00   | 50,406,700.00   | 52,626,800.00   | 52,626,800.00   | 52,626,800.00   |
| Keokuk & Western.....                       |                 |                 |                 |                 | 2,486,096.00    |                 | 4,000,000.00    |
| Mason City & Ft. Dodge.....                 |                 |                 |                 |                 |                 |                 | 912,000.00      |
| NARROW GAUGE ROADS.                         |                 |                 |                 |                 |                 |                 |                 |
| Burlington & Western.....                   | 135,442.43      | 139,366.46      | 143,316.41      | 143,191.41      | 156,900.00      | 156,900.00      | 156,191.41      |
| Des Moines, Osceola & Southern.....         |                 |                 |                 |                 | 856,800.00      | 856,800.00      | 856,801.82      |
| Ft. Madison & Northwestern.....             |                 |                 |                 |                 |                 | 461,100.00      | 461,100.00      |
| St. Louis, Des Moines & Northern.....       |                 |                 |                 |                 |                 | 315,100.00      | 315,100.00      |
| Cedar Rapids & Marion Street Railway.....   |                 |                 |                 |                 | 722,750.00      | 722,750.00      | 722,750.00      |
| Total.....                                  | 183,488,642.54  | 264,442,504.21  | 340,402,005.27  | 300,611,706.44  | 400,090,705.03  | 415,010,006.52  | 422,236,900.71  |

TABLE No. IV.

COMPARATIVE TABLE OF DEBT FOR THE YEARS ENDING JUNE 30, 1878, 1880, 1882, 1884, 1885, 1886, 1887.

| RAILROADS.                                  | 1878.           | 1880.           | 1882.           | 1884.            | 1885.            | 1886.            | 1887.            | RATE OF INTEREST ON DEBT. |
|---|-----------------|-----------------|-----------------|------------------|------------------|------------------|------------------|---------------------------|
| Burlington, Cedar Rapids & Northern.....    | \$ 6,797,382.10 | \$ 7,274,413.54 | \$ 9,314,617.07 | \$ 11,344,483.00 | \$ 14,860,358.62 | \$ 14,906,297.66 | \$ 15,020,130.51 | 5, 6, 7                   |
| Central Iowa.....                           | 4,905,644.99    | 3,806,200.00    | 5,739,000.00    | 8,577,000.00     | 8,863,788.05     | 9,772,435.70     | 11,210,128.89    | 6, 7                      |
| Chicago, Burlington & Quincy.....           | 26,634,825.00   | 29,073,625.00   | 59,860,750.00   | 71,360,690.86    | 71,148,007.86    | 73,157,007.86    | 80,988,707.86    | 4, 5, 6, 7, 8             |
| Chicago, Burlington & Kansas City.....      | 3,688,000.00    | 3,697,653.00    | 4,593,205.77    | 440,525.48       | 834,613.49       | 973,613.49       | 918,613.49       | 6, 7, 8                   |
| Kansas City, St. Jo & Council Bluffs.....   | 7,509,128.72    | 7,489,474.51    | 5,777,174.51    | 5,756,174.51     | 5,735,174.51     | 5,714,174.51     | 5,693,174.51     | 6, 7                      |
| St. Louis, Keokuk & Northwestern.....       |                 |                 | 3,398,303.87    | 3,169,374.57     | 3,532,804.69     | 4,125,000.00     | 4,266,000.00     | 6                         |
| Chicago, Iowa & Dakota.....                 |                 |                 |                 |                  | 327,000.00       | 412,500.00       | 412,500.00       | 6, 8                      |
| Chicago, Milwaukee & St. Paul.....          | 36,048,383.99   | 49,900,021.12   | 85,236,846.60   | 96,618,869.63    | 100,054,000.00   | 103,271,000.00   | 115,835,000.00   | 5, 6, 7, 8, 9, 10         |
| Chicago & Northwestern.....                 | 40,033,145.41   | 47,274,617.11   | 74,867,691.06   | 82,956,117.73    | 94,796,775.83    | 94,359,605.45    | 103,052,993.61   | 4, 5, 6, 7, 8             |
| Chicago, Rock Island & Pacific.....         | 18,083,274.98   | 17,750,000.00   | 17,500,000.00   | 17,500,000.00    | 20,510,000.00    | 21,460,000.00    | 28,360,000.00    | 5, 6, 7                   |
| Keokuk & Des Moines.....                    |                 |                 | 2,750,000.00    | 2,750,000.00     | 2,750,000.00     | 2,750,000.00     | 2,750,000.00     | 5, 6, 7                   |
| Chicago, St. Paul, Minneapolis & Omaha..... | 2,866,500.00    | 5,695,428.17    | 19,516,675.00   | 22,176,970.00    | 22,330,970.00    | 22,620,092.14    | 22,620,092.14    | 6, 7, 8, 10               |
| Crooked Creek.....                          |                 | 20,000.00       | 24,098.18       | 7,772.70         | 2,342.10         |                  |                  |                           |
| Webster City & Southwestern.....            |                 |                 |                 |                  |                  |                  |                  |                           |
| Des Moines & Ft. Dodge.....                 |                 |                 |                 |                  |                  |                  |                  |                           |
| Dubuque & Dakota.....                       | 2,178,000.00    | 2,210,750.00    | 2,438,800.00    | 3,196,100.00     | 3,164,000.00     | 3,140,333.33     | 3,128,999.99     | 2 1/2, 4, 7               |
| Humeston & Shenandoah.....                  |                 | 593,588.00      | 630,000.00      | 702,380.63       | 740,287.51       | 784,405.89       |                  |                           |
| Illinois Central.....                       |                 |                 |                 | 2,684,000.00     | 2,684,000.00     | 2,684,000.00     | 2,684,000.00     | 7                         |
| Chicago, St. Paul & Kansas City.....        | 5,340,794.56    | 5,450,697.82    | 5,550,374.82    | 5,199,985.84     | 5,234,366.34     | 5,226,053.34     | 5,088,000.00     |                           |
| Minnesota & Northwestern.....               |                 |                 |                 |                  |                  | 2,292,000.00     | 2,300,000.00     |                           |
| Iowa Northern.....                          |                 |                 |                 |                  |                  |                  | 6,197,000.00     | 5                         |
| Minneapolis & St. Louis.....                |                 |                 |                 | 60,221.62        | 50,000.00        |                  | 50,000.00        | 5                         |
| Ottumwa & Kirville.....                     |                 | 2,900,818.49    | 7,541,501.75    | 8,538,371.00     | 8,538,371.00     | 9,072,719.16     | 9,049,388.88     | 6, 7                      |
| Sioux City & Pacific.....                   |                 |                 | 8,643,107.21    | 97,000.00        | 125,605.47       | 145,988.11       | 165,125.69       |                           |
| Union Pacific.....                          | 4,405,679.77    |                 |                 | 5,899,832.82     | 5,321,892.35     | 5,379,444.80     | 5,324,047.17     | 6                         |
| Wabash, St. Louis & Pacific.....            | 1,800,000.00    | 41,539,561.73   | 70,080,328.62   | 84,077,944.37    | 84,252,159.27    | 85,318,877.50    | 91,945,194.91    | 7                         |
| Keokuk & Western.....                       |                 |                 |                 |                  |                  |                  | 340,000.00       | 7                         |
| Mason City & Ft. Dodge.....                 |                 |                 |                 |                  |                  |                  | 1,368,000.00     | 6                         |
| Council Bluffs & St. Louis.....             |                 |                 |                 |                  |                  |                  | 2,350,000.00     | 7                         |
| Clarinda & St. Louis.....                   |                 |                 |                 |                  |                  |                  | 264,000.00       | 6                         |



TABLE No. IV—CONTINUED.

| RAILROADS.                           | 1878.          | 1880.          | 1882.          | 1884.          | 1885.          | 1886.          | 1887.          | RATE OF INTEREST ON INDEBTEDNESS. |
|--------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------------------------|
| NARROW GAUGE ROADS.                  |                |                |                |                |                |                |                |                                   |
| Burlington & Northwestern            | \$ 60,000.00   | \$ 220,000.00  | \$ 226,700.00  | \$ 220,000.00  | \$ 230,364.80  | \$ 285,863.08  | \$ 319,894.46  | 7, 8                              |
| Burlington & Western                 |                |                |                |                | 574,569.97     | 664,160.82     | 707,221.24     | 7                                 |
| Des Moines, Osceola & Southern       |                |                |                |                |                | 810,000.00     | 810,000.00     |                                   |
| Ft. Madison & Northwestern           |                |                |                |                |                | 228,363.55     | 228,363.55     |                                   |
| St. Louis, Des Moines & Northern     |                |                |                | 349,186.00     | 366,630.00     | 384,610.00     | 402,990.00     | 6                                 |
| Cedar Rapids & Marion Street Railway |                |                |                | 51,112.89      | 33,979.45      | 148,275.58     | 55,168.50      | 6                                 |
| Total                                | 160,360,759.52 | 228,551,426.04 | 385,719,964.46 | 444,214,133.65 | 457,081,163.31 | 474,736,826.66 | 525,419,436.83 |                                   |

TABLE No. V.

## COST.

| RAILROADS.                             | Miles.    | Road.            | Road per mile. | Equipment.      | Equipment per mile. | Total for road and equipment. | Total per mile. | Proportion for Iowa. |
|--|-----------|------------------|----------------|-----------------|---------------------|-------------------------------|-----------------|----------------------|
| Burlington, Cedar Rapids & Northern    | 1,027.79  | \$ 19,981,106.71 | \$19,440.83    | \$ 3,425,314.84 | \$ 3,332.70         | \$ 23,406,421.55              | \$22,773.54     | \$ 19,613,028.61     |
| Central Iowa                           | 498.00    | 19,075,363.13    | 38,296.71      | 770,688.36      | 1,503.12            | 19,846,051.49                 | 39,843.99       | 16,080,942.49        |
| Chicago, Burlington & Quincy           | 4,224.73  | 133,449,736.83   | 31,587.74      | 20,862,903.73   | 4,938.27            | 154,312,640.56                | 36,526.01       | 29,197,670.60        |
| Chicago, Burlington & Kansas City      | 1,801.99  | 8,811,741.54     | 48,686.34      | 161,690.66      | 734.62              | 8,973,432.20                  | 49,579.13       | 3,850,109.76         |
| Kansas City, St. Jo & Council Bluffs   | 330.00    | 11,194,037.47    | 34,887.61      | 1,431,630.78    | 8,473.84            | 12,565,668.25                 | 39,361.46       | 2,267,220.28         |
| St. Louis, Keokuk & Northwestern       | 185.00    | 6,720,806.17     | 36,869.01      | 477,592.26      | 2,570.04            | 7,198,398.43                  | 40,659.05       | 2,080,551.28         |
| Chicago, Iowa & Dakota                 | 26.50     | 316,671.89       | 11,949.88      | 25,040.00       | 944.90              | 341,711.89                    | 12,894.79       | 341,711.89           |
| Chicago, Milwaukee & St. Paul          | 5,311.15  |                  |                |                 |                     | 170,682,911.69                | 32,137.00       | 49,076,940.95        |
| Chicago & Northwestern                 | 4,101.35  | 130,140,101.66   | 31,731.04      | 24,801,480.25   | 6,047.15            | 154,941,581.91                | 37,778.19       | 43,388,291.18        |
| Chicago, Rock Island & Pacific         | 1,121.10  | 53,093,220.40    | 47,392.37      | 7,898,470.04    | 6,705.16            | 60,991,690.44                 | 54,048.29       | 41,328,537.68        |
| Keokuk & Des Moines                    | 162.20    |                  |                |                 |                     | 6,875,000.00                  | 42,438.27       | 6,875,000.00         |
| Chicago, St. Paul, Minneapolis & Omaha | 1,395.61  |                  |                |                 |                     | 53,883,018.00                 | 41,592.74       | 3,003,661.72         |
| Crooked Creek                          | 9.70      |                  |                |                 |                     | 82,125.00                     | 8,468.50        | 82,125.00            |
| Des Moines & Fort Dodge                | 137.83    |                  |                |                 |                     | 8,519,473.81                  | 61,811.46       | 8,519,473.81         |
| Humeston & Shenandoah                  | 95.45     |                  |                |                 |                     | 6,719,311.95                  | 70,396.14       | 6,719,311.95         |
| Illinois Central                       |           |                  |                |                 |                     | 16,379,612.71                 |                 | 16,379,612.71        |
| Chicago, St. Paul & Kansas City        | 115.00    | 1,269,639.93     | 11,040.35      | 251,843.06      | 2,187.93            | 1,521,482.99                  | 13,230.28       | 1,521,482.99         |
| Minnesota & Northwestern               | 364.00    | 12,489,892.26    | 34,312.90      | 1,239,479.61    | 3,603.14            | 13,729,371.87                 | 39,910.96       | 8,237,623.13         |
| Iowa Northern                          | 5.33      | 148,250.00       | 28,000.00      |                 |                     | 148,250.00                    | 28,000.00       | 148,250.00           |
| Minneapolis & St. Louis                | 368.50    | 16,297,303.82    | 43,981.83      | 2,055,162.91    | 5,577.10            | 18,362,466.73                 | 49,558.93       | 6,907,538.95         |
| Ottumwa & Kirkville                    | 3.33      | 376,149.17       | 112,844.75     | 11,353.07       | 3,405.92            | 387,502.24                    | 116,250.67      | 387,502.24           |
| Prairie du Chien & McGregor            | 2.00      |                  |                |                 |                     | 100,000.00                    | 50,000.00       | 25,000.00            |
| Sioux City & Pacific                   | 107.42    |                  |                |                 |                     | 5,542,745.52                  | 51,598.82       | 4,182,157.26         |
| Union Pacific                          | 4.67      | 3,697,178.47     |                |                 |                     | 3,697,178.47                  |                 | 3,100,000.00         |
| Wabash, St. Louis & Pacific            | 3,488.30  | 119,338,705.92   | 34,211.13      |                 |                     | 119,338,705.92                | 34,211.13       | 7,544,316.48         |
| Webster City & Southwestern            | 13.50     | 108,703.44       | 8,052.10       |                 |                     | 108,703.44                    | 8,052.10        | 108,703.44           |
| Burlington & Northwestern              | 38.77     | 334,645.13       | 8,078.28       | 63,752.43       | 1,218.97            | 398,397.56                    | 10,275.92       | 398,397.56           |
| Burlington & Western                   | 70.70     | 1,344,548.37     | 19,017.65      | 92,571.28       | 1,309.35            | 1,437,119.63                  | 20,326.90       | 1,437,119.63         |
| Des Moines, Osceola & Southern         | 111.11    | 1,134,100.00     | 10,217.13      | 137,000.00      | 1,234.22            | 1,271,100.00                  | 11,451.35       | 1,143,990.00         |
| Ft. Madison & Northwestern             |           |                  |                |                 |                     | 543,463.55                    |                 | 543,463.55           |
| St. Louis, Des Moines & Northern       | 42.36     | 1,025,750.00     | 24,215.06      |                 |                     | 1,025,750.00                  | 24,215.06       | 1,025,750.00         |
| Cedar Rapids & Marion Street Railway   | 13.00     | 97,865.89        | 7,528.14       | 31,368.21       | 2,412.78            | 129,232.10                    | 9,949.93        | 129,232.10           |
| Total                                  | 23,445.88 | 540,385,327.20   | 23,048.20      | 63,759,649.47   | 2,719.44            | 873,390,541.90                | 44,002.51       | 285,631,156.63       |



TABLE No. VI.  
EARNINGS.

| RAILROADS.                             | PASSENGER DEPARTMENT. |               |              |               |                        | FREIGHT DEPARTMENT. |                        |                |                 |                 | Total earnings. | Proportion for Iowa. | Earnings per mile of road operated. |
|--|-----------------------|---------------|--------------|---------------|------------------------|---------------------|------------------------|----------------|-----------------|-----------------|-----------------|----------------------|-------------------------------------|
|  | Passengers.           | Express, etc. | Mail.        | Total.        | Per train mile, cents. | Freight.            | Per train mile, cents. | Miscellaneous. |                 |                 |                 |                      |                                     |
| Burlington, Cedar Rapids & North'n.    | \$ 681,329.06         | \$ 56,160.00  | \$ 71,927.52 | \$ 809,416.58 | 0.7695                 | \$ 2,226,531.44     | 1.2565                 | \$ 72,566.86   | \$ 3,074,531.45 | \$ 2,834,296.47 | \$ 2,993.31     |                      |                                     |
| Central Iowa *                         | 121,824.75            | 6,268.33      | 17,735.26    | 145,828.34    | 0.6286                 | 419,563.82          | 1.036                  | 8,598.41       | 575,988.56      | 502,343.23      | 1,123.39        |                      |                                     |
| Chicago, Burlington & Quincy.....      | 123,745.93            | 8,331.89      | 21,829.63    | 153,907.45    | 0.5336                 | 579,128.87          | 1.034                  | 9,843.74       | 743,273.36      | 638,974.85      | 1,449.66        |                      |                                     |
| Chicago, Burlington & Kansas City..... | 1,452,768.02          | 125,948.85    | 223,027.04   | 1,801,744.91  | 1.30                   | 5,411,538.59        | 1.467                  | 160,850.88     | 7,315,134.12    | 7,315,134.12    | 2,914.29        |                      |                                     |
| Kansas City, St. Jo & Council Bluffs   | 71,537.45             | 10,014.92     | 18,597.80    | 98,150.17     | 1.05                   | 256,162.45          | 1.152                  | 2,049.75       | 355,418.67      | 188,549.28      | 1,514.80        |                      |                                     |
| St. Louis, Keokuk & Northwestern.      | 551,225.78            | 24,212.56     | 41,561.46    | 617,399.80    | 0.94                   | 1,433,598.22        | 2.644                  | 109,040.13     | 2,160,038.15    | 223,047.50      | 6,750.12        |                      |                                     |
| Chicago, Iowa & Dakota.....            | 180,646.87            | 18,156.31     | 26,845.11    | 225,648.29    | 1.1941                 | 384,048.24          | 1.6545                 | 10,621.19      | 620,317.22      | 76,784.72       | 3,338.04        |                      |                                     |
| Chicago, Milwaukee & St. Paul. ....    | 4,877.16              | 717.34        | 858.68       | 6,453.18      | .22                    | 23,389.10           | .7955                  | .....          | 29,842.28       | 29,842.28       | 1,126.12        |                      |                                     |
| Chicago & Northwestern.....            | 5,571,842.80          | 470,913.01    | 673,493.05   | 6,915,248.86  | 1.06                   | 17,988,030.07       | 1.73                   | 569,720.27     | 25,273,999.20   | 5,962,358.58    | 4,988.25        |                      |                                     |
| Chicago, Rock Island & Pacific.....    | 5,830,755.11          | 381,811.12    | 480,554.23   | 6,693,110.46  | 1.0427                 | 19,361,143.03       | 1.5146                 | 308,751.62     | 26,369,085.11   | 7,390,300.01    | 6,510.93        |                      |                                     |
| Chicago, St. Paul, Minneapolis & O.    | 2,351,022.64          | 201,440.54    | 187,239.80   | 3,484,111.34  | 1.26                   | 8,123,741.95        | 1.34                   | 817,065.96     | 12,424,919.25   | 7,454,201.51    | 8,415.36        |                      |                                     |
| Crooked Creek.....                     | 1,549,533.16          | 92,834.92     | 104,360.96   | 1,746,729.04  | 0.9960                 | 4,652,990.37        | 1.7660                 | 20,163.29      | 6,456,110.28    | 465,029.67      | 4,761.58        |                      |                                     |
| Des Moines & Fort Dodge.....           | 946.74                | 123.27        | 317.65       | 1,447.66      | .....                  | 10,181.41           | .....                  | 17,389.55      | 29,001.02       | 29,001.02       | 1,250.60        |                      |                                     |
| Humeston & Shenandoah.....             | 87,110.34             | 5,357.33      | 8,334.03     | 100,801.70    | 0.61                   | 234,919.22          | 1.43                   | 3,890.00       | 339,110.92      | 339,110.92      | 2,373.07        |                      |                                     |
| Illinois Central.....                  | 24,005.16             | 3,287.06      | 5,838.50     | 33,130.72     | 0.46                   | 121,679.83          | 1.43                   | 931.93         | 155,742.48      | 155,742.48      | 1,066.17        |                      |                                     |
| Chicago, St. Paul & Kansas City.....   | 451,595.81            | 28,406.84     | 42,429.38    | 523,631.91    | 0.916                  | 1,177,492.28        | 1.37                   | 18,069.74      | 1,719,133.93    | 1,719,133.93    | 4,274.75        |                      |                                     |
| Minnesota & Northwestern.....          | 67,558.89             | 4,479.98      | 5,718.72     | 77,757.59     | 0.66                   | 213,952.82          | 1.60                   | 659.49         | 292,369.90      | 292,369.90      | 2,542.35        |                      |                                     |
| Iowa Northern.....                     | 178,577.62            | 9,581.85      | 16,807.75    | 205,067.22    | 0.32                   | 587,818.79          | 1.19                   | 80,624.92      | 873,498.93      | 325,072.97      | 2,539.24        |                      |                                     |
| Minneapolis & St. Louis.....           | 1,899.67              | .....         | .....        | 1,899.67      | 0.11                   | 11,308.54           | 0.68                   | .....          | 13,207.61       | 13,207.61       | 2,227.25        |                      |                                     |
| Ottumwa & Kirksville.....              | 306,956.44            | 23,647.83     | 27,606.57    | 362,767.15    | 0.7070                 | 1,224,466.18        | 1.5771                 | 65,211.11      | 1,652,444.44    | 242,352.33      | 4,521.62        |                      |                                     |
| Prairie du Chien & McGregor.....       | 3,360.40              | 77.08         | .....        | 3,438.08      | .....                  | 24,833.15           | .....                  | .....          | 28,271.23       | 28,271.23       | 8,482.22        |                      |                                     |
| Sioux City & Pacific.....              | 223,471.14            | 11,884.29     | 15,156.86    | 250,512.29    | 1.94                   | 290,413.57          | 2.3727                 | 19,617.79      | 660,547.65      | 419,915.00      | 5,218.28        |                      |                                     |
| Union Pacific.....                     | 1,857,647.76          | 262,540.36    | 186,191.29   | 2,306,379.41  | 0.93                   | 6,194,448.65        | 1.5636                 | 59,873.15      | 8,512,913.19    | 243,301.55      | 4,788.88        |                      |                                     |
| Wabash, St. Louis & Pacific.....       | 59,449.19             | 8,427.30      | 7,542.89     | 75,419.38     | 0.6566                 | 203,378.54          | 1.24                   | 39,641.49      | 314,140.41      | 162,407.34      | 2,149.60        |                      |                                     |
| Keokuk & Northwestern.....             | 6,094.73              | 880.00        | 1,053.02     | 8,027.75      | .....                  | 6,480.76            | .....                  | 332.33         | 14,820.84       | 14,820.84       | 617.53          |                      |                                     |
| Centerville, Moravia & Albion.....     | 5,980.08              | 372.37        | .....        | 6,352.45      | 0.164                  | 14,534.45           | 0.375                  | 321.61         | 20,908.51       | 20,908.51       | 227.09          |                      |                                     |
| Mason City & Fort Dodge.....           | 190,652.43            | 11,012.60     | 19,590.37    | 221,255.40    | 1.219                  | 327,847.54          | 1.435                  | 459,392.94     | 194,071.69      | 3,167.55        | 2,193.61        |                      |                                     |
| Council Bluffs & St. Louis.....        | 3,118.70              | 230.33        | .....        | 3,349.03      | 0.0901                 | 4,789.35            | 0.1296                 | .....          | 8,138.38        | 4,392.94        | 287.54          |                      |                                     |
| Clarinda & St. Louis.....              | .....                 | .....         | .....        | .....         | .....                  | .....               | .....                  | .....          | .....           | .....           | .....           |                      |                                     |
| NARROW GAUGE ROADS.                    |                       |               |              |               |                        |                     |                        |                |                 |                 |                 |                      |                                     |
| Burlington & Northwestern.....         | 9,421.67              | 817.83        | 2,182.83     | 12,422.33     | .....                  | 32,100.42           | .....                  | 4.90           | 44,526.75       | 44,526.75       | 851.37          |                      |                                     |
| Burlington & Western.....              | 16,715.33             | 1,740.67      | 3,143.51     | 15,899.51     | 0.220                  | 32,649.01           | 0.4907                 | 29.55          | 48,536.62       | 48,536.62       | 462.24          |                      |                                     |
| Des Moines, Oskola & Southern.....     | 19,959.71             | 1,149.34      | .....        | 4,929.42      | .....                  | 50,587.49           | .....                  | 481.19         | 77,087.15       | 69,448.00       | 694.48          |                      |                                     |
| Fort Madison & Northwestern.....       | 5,296.36              | 388.42        | 1,838.69     | 7,523.47      | .....                  | 15,749.51           | .....                  | 679.68         | 23,932.66       | 23,932.66       | 532.28          |                      |                                     |
| St. Louis, Des Moines & Northern.....  | 13,109.33             | 439.61        | 1,835.40     | 15,384.34     | .....                  | 37,877.63           | 1.12                   | 376.04         | 63,630.01       | 43,630.01       | 1,030.19        |                      |                                     |
| Cedar Rapids & Marion Street R'y....   | 26,990.34             | 885.52        | 27,875.86    | .....         | .....                  | .....               | .....                  | 641.09         | 28,516.95       | 28,516.95       | 2,193.61        |                      |                                     |
| Total.....                             | 22,549,787.61         | 1,773,151.85  | 2,213,775.21 | 27,536,714.67 | 1.7616                 | 71,582,133.14       | 1.3087                 | 2,376,339.73   | 101,344,337.06  | 37,529,739.62   | 4,643.67        |                      |                                     |

\* These two reports are for different periods.

+ Earnings per mile of road for Iowa, \$4,002.68.



TABLE No. VII.

## EXPENSES.

| RAILROADS.                           | Miles operated. | Maintenance of way. | Motive power and cars. | Conducting transportation. | General expenses. | Total.          | Per mile of road. | Per train mile. | Proportion for Iowa. | Taxes paid in Iowa. | Rent of track. |
|--------------------------------------|-----------------|---------------------|------------------------|----------------------------|-------------------|-----------------|-------------------|-----------------|----------------------|---------------------|----------------|
| Burlington, Cedar Rapids & N. ....   | 1,027.79        | \$ 684,698.90       | \$ 286,908.25          | \$ 960,386.70              | \$ 200,820.24     | \$ 2,192,814.09 | \$ 2,134.75       | 0.7767          | \$ 2,019,679.71      | \$ 74,196.04        | \$ 15,300.00   |
| Central Iowa .....                   | 513.72          | 158,413.75          | 62,743.20              | 237,351.24                 | 76,994.10         | 535,502.29      | 1,044.43          | 0.8363          | 456,364.34           | 21,710.52           | 5,170.23       |
| Chicago, Burlington & Quincy .....   | 513.72          | 201,629.60          | 89,893.13              | 317,939.64                 | 93,739.89         | 703,202.26      | 1,371.50          | 0.8271          | 580,441.22           | 27,905.56           | 7,475.16       |
| Chicago, Burlington & Kan. C. ....   | 903.57          | 1,120,263.19        | 760,279.83             | 1,706,572.16               | 904,737.53        | 4,527,870.71    | 5,011.09          | 0.8800          | 4,527,870.71         | 151,024.33          | 164,708.36     |
| Kan. City, St. Jo & Council Bl. .... | 181.09          | 93,840.07           | 23,799.24              | 114,547.32                 | 57,642.90         | 289,829.53      | 1,316.81          | 0.8020          | 153,754.56           | 4,939.03            | 12,000.00      |
| St. Louis, Keokuk & Northw'n. ....   | 320.00          | 258,471.26          | 141,683.51             | 612,072.85                 | 188,330.83        | 1,200,508.45    | 3,751.74          | 1.0160          | 216,100.52           | 5,838.11            | .....          |
| Chicago, Iowa & Dakota .....         | 185.00          | 116,071.54          | 45,170.64              | 185,277.12                 | 46,967.78         | 393,518.06      | 2,117.62          | 0.9300          | 110,264.00           | 2,961.04            | 4,329.59       |
| Chicago, Milwaukee & St. Paul. ....  | 26.50           | 8,049.06            | 1,724.43               | 9,367.49                   | 3,376.36          | 26,517.28       | 1,000.65          | 0.9020          | 26,517.28            | 983.94              | .....          |
| Chicago & Northwestern .....         | 5,311.15        | 2,872,458.62        | 2,286,900.10           | 7,699,218.77               | 2,095,062.56      | 14,953,640.05   | 2,921.77          | 0.8800          | 3,577,838.22         | 167,262.29          | .....          |
| Chicago, Rock Island & Pacific ..    | 4,049.97        | 3,215,638.98        | 2,205,377.71           | 8,094,912.95               | 1,610,051.10      | 15,125,980.74   | 3,734.84          | 0.7902          | 4,239,267.49         | 170,310.54          | .....          |
| Chicago, St. Paul, Minn. & O. ....   | 1,384.70        | 1,960,930.10        | 1,082,413.71           | 3,742,589.38               | 1,160,262.32      | 7,946,195.51    | 5,740.64          | 0.9000          | 4,767,717.31         | 181,118.17          | 396,662.23     |
| Crooked Creek .....                  | 1,355.02        | 966,538.31          | 577,184.90             | 2,016,453.17               | 546,151.49        | 4,106,327.87    | 3,030.46          | 0.9928          | 245,819.71           | 12,482.92           | 112,755.67     |
| Des Moines & Fort Dodge .....        | 23.20           | 11,442.50           | 1,053.50               | 7,367.30                   | 2,620.70          | 22,484.00       | 969.13            | .....           | 22,484.00            | 464.16              | 5,670.00       |
| Humeston & Shenandoah .....          | 143.50          | 58,584.60           | 36,947.84              | 111,780.40                 | 60,346.58         | 267,659.42      | 1,866.14          | 0.8200          | 267,659.42           | 17,458.34           | 2,700.00       |
| Illinois Central .....               | 100.08          | 41,422.33           | 13,689.49              | 57,040.97                  | 19,441.91         | 131,595.30      | 1,314.90          | 0.8400          | 131,595.30           | 8,333.98            | 8,257.74       |
| Illinois Central & Kan. City .....   | 402.16          | 311,422.98          | 133,394.75             | 507,507.46                 | 182,370.50        | 1,131,895.69    | 2,813.79          | 0.7900          | 1,131,895.69         | 65,566.78           | 674,418.58     |
| Minnesota & Northwestern .....       | 115.00          | 67,850.68           | 28,551.70              | 60,568.37                  | 34,804.30         | 191,772.45      | 1,667.58          | 0.7600          | 191,772.45           | 5,400.00            | .....          |
| Iowa Northern .....                  | 240.00          | 76,158.97           | 56,330.35              | 376,430.07                 | 97,876.91         | 608,796.30      | 2,528.31          | 0.6800          | 151,691.57           | .....               | .....          |
| Minneapolis & St. Louis .....        | 5.93            | 1,352.05            | 1,242.13               | 2,743.39                   | 1,886.64          | 7,224.21        | 1,218.25          | 0.824           | 7,224.21             | 428.46              | .....          |
| Ottumwa & Kirkville .....            | 365.50          | 283,603.11          | 163,870.43             | 478,255.30                 | 158,504.82        | 1,084,233.66    | 2,966.44          | 0.8800          | 223,257.28           | 12,172.99           | 61,159.18      |
| Prairie du Chien & McGregor. ....    | 3.33            | 1,551.52            | 1,847.00               | 7,155.87                   | 1,649.49          | 12,203.88       | 3,661.53          | .....           | 12,203.88            | 1,633.99            | 6,000.00       |
| Sioux City & Pacific .....           | 2.00            | 22,140.82           | .....                  | 21,433.92                  | 10,449.52         | 54,024.26       | 27,012.13         | .....           | 6,753.03             | 78.00               | .....          |
| Union Pacific .....                  | 107.42          | 62,440.16           | 34,407.72              | 142,481.38                 | 41,751.18         | 281,086.94      | 2,616.70          | 1.1197          | 210,566.22           | 15,354.31           | 35,961.70      |
| Wabash, St. Louis & Pacific. ....    | 4.66            | .....               | 285,490.16             | .....                      | .....             | 285,490.16      | .....             | .....           | .....                | .....               | .....          |
| Keokuk & Western .....               | 1,764.80        | 1,413,574.50        | 850,008.88             | 2,850,679.58               | 878,066.66        | 5,992,327.82    | 3,397.47          | 0.9400          | 279,335.14           | 12,388.30           | 271,474.63     |
| Centerville, Moravia & Albia .....   | 148.00          | 94,450.02           | 26,989.87              | 89,601.62                  | 45,962.91         | 261,005.35      | 1,763.55          | 0.9400          | 133,240.49           | 1,529.67            | 5,240.20       |
| Mason City & Fort Dodge .....        | 24.00           | 4,744.49            | 436.75                 | 9,181.32                   | 5,384.83          | 19,747.39       | 822.81            | .....           | 19,747.39            | 1,063.25            | 330.34         |
| Council Bluffs & St. Louis .....     | 92.00           | 6,086.31            | 1,757.50               | 12,004.68                  | 6,485.53          | 26,333.32       | 286.22            | 0.6797          | 26,333.32            | 38.57               | .....          |
| Clarinda & St. Louis .....           | 145.00          | 58,231.58           | 32,701.88              | 153,534.28                 | 96,384.55         | 321,072.35      | 2,214.36          | 0.9546          | 148,537.58           | 5,606.83            | 1,200.00       |
| Total .....                          | 31.50           | 1,668.29            | 84.30                  | 8,638.56                   | 1,378.93          | 11,070.08       | 514.88            | 0.2989          | 5,798.61             | 14.59               | .....          |

  

| NARROW GAUGE ROADS.                   | Miles operated. | Maintenance of way. | Motive power and cars. | Conducting transportation. | General expenses. | Total.    | Per mile of road. | Per train mile. | Proportion for Iowa. | Taxes paid in Iowa. | Rent of track. |
|---------------------------------------|-----------------|---------------------|------------------------|----------------------------|-------------------|-----------|-------------------|-----------------|----------------------|---------------------|----------------|
| Burlington & Northwestern .....       | 52.80           | 12,707.12           | 2,701.60               | 11,797.64                  | 5,736.61          | 37,022.97 | 631.40            | .....           | 33,022.97            | 1,090.65            | 4,248.00       |
| Des Moines, Okeola & South'n .....    | 104.57          | 13,837.86           | 4,476.58               | 26,698.39                  | 6,907.33          | 51,920.16 | 491.51            | 0.387           | 51,920.16            | 1,977.74            | .....          |
| Fl. Madison & Northwestern .....      | 111.11          | 36,092.68           | 11,783.59              | 37,057.07                  | 12,075.40         | 98,002.74 | 882.12            | 0.267           | 88,211.47            | 3,228.80            | .....          |
| St. Louis, Des Moines & North'n ..... | 45.00           | 4,002.51            | 5,014.76               | 7,791.79                   | 2,882.43          | 18,341.49 | 407.00            | .....           | 18,341.49            | 337.99              | .....          |
| Cedar Rap. & Marion Street R'y. ....  | 13.00           | 7,515.66            | 2,025.63               | 22,920.89                  | 11,644.86         | 44,707.04 | 1,055.40          | .....           | 44,707.04            | 734.01              | .....          |
| Total .....                           | 31.50           | 5,699.50            | 1,606.83               | 16,525.90                  | 4,183.67          | 26,016.53 | 2,001.30          | .....           | 26,016.53            | 416.35              | .....          |

Total..... 19,848.65 14,250,654.52 8,971,307.82 30,760,083.32 8,714,158.17 62,961,933.89 3,587.51 7.907 24,152,990.71 1,011,830.85 1,767,002.91



TABLE No. VIII.  
SUD-DIVISION OF EXPENSES IN OPERATING ROADS.

| RAILROADS.                                  | Repairs of road-bed and track. | Renewal of rails. | Renewal of ties. | Repairs of bridges, culverts, etc. | Repairs of fences, road crossings, etc. | Repairs of buildings. | Repairs of locomotives. | Repairs of passenger cars. | Repairs of freight cars. | Fuel for locomotives. |
|---|--------------------------------|-------------------|------------------|------------------------------------|---|-----------------------|-------------------------|----------------------------|--------------------------|-----------------------|
| Burlington, Cedar Rapids & Northern.....    | \$380,823.56                   | \$64,467.56       | \$99,292.89      | \$80,125.34                        | \$21,508.57                             | \$38,480.98           | \$129,348.08            | \$36,528.90                | \$101,055.12             | \$196,050.85          |
| Central Iowa.....                           | 74,710.96                      | 19,982.80         | 35,782.56        | 14,995.37                          | 2,289.27                                | 16,651.79             | 29,761.02               | 9,228.78                   | 23,428.97                | 39,033.21             |
| Chicago, Burlington & Quincy.....           | 394,908.65                     | 261,396.68        | 152,912.47       | 192,341.52                         | 38,675.66                               | 79,988.21             | 344,686.19              | .....                      | .....                    | 462,014.94            |
| Chicago, Burlington & Kansas City.....      | 67,822.34                      | .....             | 20,117.69        | 3,337.07                           | 2,562.97                                | 12,860.15             | 2,411.14                | 8,527.96                   | 4,281.22                 | .....                 |
| Kansas City, St. Jo & Council Bluffs.....   | 101,121.75                     | 36,595.77         | 41,335.70        | 38,240.83                          | 9,051.28                                | 32,125.93             | 61,253.02               | 31,538.39                  | 48,892.10                | 95,275.07             |
| St. Louis, Keokuk & Northwestern.....       | 92,852.00                      | .....             | 16,092.45        | 2,577.68                           | 4,649.41                                | 14,068.81             | 12,866.08               | 18,235.75                  | 4,104.85                 | .....                 |
| Chicago, Iowa & Dakota.....                 | 5,847.29                       | .....             | 27.15            | 344.22                             | 530.60                                  | 1,610.91              | 84.33                   | 29.19                      | 2,178.76                 | .....                 |
| Chicago, Milwaukee & St. Paul.....          | 939,914.47                     | 779,358.34        | 573,057.00       | 304,489.36                         | 92,617.20                               | 183,121.65            | 935,235.67              | 406,457.12                 | 863,721.67               | 1,974,097.29          |
| Chicago & Northwestern.....                 | 1,794,042.07                   | 235,420.45        | 348,911.74       | 306,584.09                         | 164,185.47                              | 896,495.16            | 966,221.62              | 339,617.10                 | 890,538.39               | 1,621,830.83          |
| Chicago, Rock Island & Pacific.....         | 928,571.98                     | 181,865.55        | 322,537.28       | 281,362.68                         | 6,027.21                                | 170,565.40            | 364,850.40              | 169,733.46                 | 647,809.85               | 641,204.13            |
| Chicago, St. Paul, Minneapolis & Omaha..... | 569,845.23                     | 60,472.55         | 119,981.65       | 87,052.90                          | 31,751.94                               | 67,434.04             | 250,168.33              | 102,883.43                 | 224,133.12               | 566,496.69            |
| Crooked Creek.....                          | 3,924.75                       | 6,726.10          | 384.00           | 330.65                             | .....                                   | 27.50                 | 913.00                  | .....                      | 140.50                   | 1,685.60              |
| Des Moines & Fort Dodge.....                | 40,399.38                      | 1,074.46          | 8,721.35         | 4,897.86                           | 2,419.91                                | 1,071.64              | 20,704.95               | 5,708.46                   | 10,534.43                | 21,244.14             |
| Humeston & Shenandoah.....                  | 29,650.72                      | 1,514.08          | 3,637.34         | 3,141.70                           | 343.18                                  | 3,135.91              | 7,715.24                | 1,225.41                   | 4,748.84                 | 13,112.91             |
| Illinois Central.....                       | 182,681.53                     | 39,495.96         | 35,158.95        | 31,097.53                          | 3,618.66                                | 49,370.35             | 54,860.47               | 24,239.16                  | 51,295.12                | 114,044.77            |
| Chicago, St. Paul & Kansas City.....        | 58,650.53                      | .....             | 4,880.42         | 3,693.40                           | 616.73                                  | 11,397.20             | 6,478.46                | 8,415.04                   | 10,339.44                | .....                 |
| Minnesota & Northwestern.....               | 60,406.14                      | 35.36             | 5,785.84         | 5,088.42                           | 997.16                                  | 1,665.85              | 23,785.62               | 11,248.25                  | 21,296.48                | 106,494.83            |
| Iowa Northern.....                          | 1,352.05                       | .....             | .....            | .....                              | .....                                   | 1,242.13              | .....                   | .....                      | 736.88                   | .....                 |
| Minneapolis & St. Louis.....                | 150,120.27                     | 17,912.40         | 47,057.00        | 23,913.79                          | 11,806.43                               | 32,793.22             | 68,124.89               | 21,247.14                  | 74,498.40                | 93,715.20             |
| Ottumwa & Kirksville.....                   | 703.02                         | 489.28            | .....            | 148.24                             | .....                                   | 211.00                | 1,696.49                | .....                      | 175.51                   | 5,720.87              |
| Prairie du Chien & McGregor.....            | 22,140.82                      | .....             | .....            | 2,284.57                           | 1,490.37                                | 5,429.87              | 12,192.83               | 6,092.02                   | 8,722.12                 | 32,133.51             |
| St. Louis City & Pacific.....               | 31,720.56                      | 15,475.74         | 6,039.55         | 187,893.39                         | 42,430.71                               | 115,878.90            | 337,206.53              | 188,414.52                 | 270,844.12               | 412,728.35            |
| Wabash, St. Louis & Pacific.....            | 780,602.06                     | 130,193.61        | 156,585.33       | .....                              | .....                                   | .....                 | .....                   | .....                      | .....                    | .....                 |
| Keokuk & Western.....                       | 82,324.38                      | .....             | 6,633.25         | 3,498.02                           | 2,595.27                                | 12,236.45             | 3,624.68                | 9,731.09                   | .....                    | .....                 |
| Centerville, Moravia & Albia.....           | 4,319.95                       | .....             | 376.98           | 17.53                              | .....                                   | .....                 | 128.33                  | 510.42                     | .....                    | .....                 |
| Mason City & Fort Dodge.....                | 5,747.65                       | .....             | 236.46           | 33.67                              | 38.63                                   | 246.84                | 292.37                  | 1,218.38                   | 3,920.67                 | .....                 |
| Council Bluffs & St. Louis.....             | 32,653.28                      | .....             | 16,350.29        | 2,611.66                           | 1,095.99                                | 20,394.67             | 636.18                  | 11,613.86                  | 48,315.72                | .....                 |
| Charinda & St. Louis.....                   | 1,390.59                       | .....             | 253.48           | 15.40                              | 2.45                                    | 83.30                 | .....                   | .....                      | 1,922.48                 | .....                 |
| Total.....                                  |                                |                   |                  |                                    |   |                       |                         |                            |                          |                       |
|   | 6,901,115.13                   | 1,852,468.67      | 1,974,266.76     | 1,628,495.21                       | 446,361.57                              | 1,154,086.11          | 3,607,629.17            | 1,382,908.07               | 3,224,160.06             | 6,492,565.75          |
| NARROW GAUGE ROADS.                         |                                |                   |                  |                                    |   |                       |                         |                            |                          |                       |
| Burlington & Northwestern.....              | 9,453.97                       | .....             | .....            | 2,155.39                           | 306.92                                  | 890.90                | 1,228.94                | .....                      | 1,662.66                 | 2,665.36              |
| Burlington & Western.....                   | 12,158.41                      | .....             | .....            | 750.55                             | 168.56                                  | 780.27                | 2,544.20                | .....                      | 1,932.35                 | 9,465.71              |
| Des Moines, Osceola & Southern.....         | 29,826.36                      | .....             | 5,875.75         | 2,179.58                           | 569.72                                  | 953.27                | 6,358.23                | 1,023.42                   | 3,976.38                 | 6,363.88              |
| Ft. Madison & Northwestern.....             | 3,889.76                       | .....             | .....            | 376.98                             | 17.53                                   | 162.75                | 2,178.55                | 19.89                      | 1,416.32                 | 1,360.32              |
| St. Louis, Des Moines & Northern.....       | 5,914.08                       | .....             | .....            | 1,065.31                           | 23.76                                   | 482.51                | 1,237.69                | 462.65                     | 925.29                   | 2,376.55              |
| Cedar Rapids & Marion Street Railway.....   | 3,569.14                       | .....             | .....            | .....                              | .....                                   | 180.36                | 1,606.83                | .....                      | .....                    | 2,806.24              |
| Total.....                                  | 6,901,115.13                   | 1,852,468.67      | 1,974,266.76     | 1,628,495.21                       | 446,361.57                              | 1,154,086.11          | 3,607,629.17            | 1,382,908.07               | 3,224,160.06             | 6,492,565.75          |



TABLE VIII—CONTINUED.

| RAILROADS.                            | Water supply. | Oil and waste. | Locomotive service. | Passenger train service. | Passenger train supplies. | Mileage of passenger cars—debit balance. | Freight train service. | Freight train supplies. | Mileage of freight cars—debit balance. | Telegraph expenses. | Loss and damage of freight and baggage. |
|---------------------------------------|---------------|----------------|---------------------|--------------------------|---------------------------|--|------------------------|-------------------------|--|---------------------|---|
| Burlington, Cedar Rapids & Northern.  | \$17,854.36   | \$24,067.18    | \$227,277.95        | \$42,513.83              | \$14,786.50               | \$14,646.59                              | \$139,646.76           | \$16,224.60             | \$55,861.34                            | \$3,583.05          |   |
| Central Iowa.                         | 2,674.22      | 6,283.82       | 48,109.41           | 6,937.19                 | 1,305.97                  | 5,130.48                                 | 24,533.03              | 974.86                  | 12,697.24                              | 1,862.80            |   |
| Chicago, Burlington & Quincy.         | 3,512.25      | 8,003.65       | 66,005.71           | 8,586.23                 | 2,263.76                  | 4,477.04                                 | 34,887.87              | 1,151.57                | 17,526.45                              | 19.64               |   |
| Chicago, Burlington & Kansas City.    | 66,513.49     | 17,679.73      | 374,690.95          | 46,448.26                | 5,000.00                  | 10,919.37                                | 15,253.68              |                         | 101,952.79                             | 8,657.91            |   |
| Kansas City, St. Jo & Council Bluffs. | 1,600.00      |                | 91,145.76           |                          |                           |  | 125,548.89             |                         | 8,167.09                               | 1,121.87            |   |
| St. Louis, Keokuk & Northwestern.     | 15,917.94     | 3,412.43       | 76,196.65           | 14,131.42                |                           |  | 19,100.34              |                         | 20,555.42                              | 1,503.94            |   |
| Chicago, Iowa & Dakota.               | 4,104.85      |                | 2,318.01            | 1,221.25                 |                           | 138.34                                   |                        |                         | 8,666.24                               | 1,128.70            |   |
| Chicago, Milwaukee & St. Paul.        | 176.72        | 336.21         | 1,541,608.15        | 380,693.39               | 95,671.14                 | 808,973.45                               | 34,789.51              | 235.04                  | 26,400.95                              |                     |   |
| Chicago & Northwestern.               | 102,535.45    | 218,429.11     | 1,780,598.29        | 345,937.35               | 72,183.39                 | 3,753.56                                 | 900,545.51             | 22,291.95               | 60,544.81                              | 367,023.27          |   |
| Chicago, Rock Island & Pacific.       | 91,201.53     | 44,984.42      | 727,181.09          | 154,472.70               | 25,116.91                 | 27,051.43                                | 345,939.78             | 28,303.07               | 128,132.10                             | 27,583.13           |   |
| Chicago, St. Paul, Minneapolis & O.   | 29,649.04     | 44,126.55      | 440,535.71          | 98,507.36                | 21,548.54                 | 34,655.80                                | 200,283.92             | 5,832.38                | 92,920.34                              | 15,027.55           |   |
| Crooked Creek.                        | 354.00        | 231.00         | 2,405.75            |                          |                           |  | 1,162.30               | 205.65                  |  |                     |   |
| Des Moines & Fort Dodge.              | 2,570.31      | 3,337.23       | 26,716.39           | 8,352.91                 | 753.62                    | 726.63                                   | 11,725.50              | 918.27                  | 2,634.58                               | 4,238.83            |   |
| Humeston & Shenandoah.                | 672.67        | 731.91         | 12,481.63           | 4,966.63                 | 423.13                    |  | 6,710.63               | 879.84                  |  | 241.40              |   |
| Illinois Central.                     | 10,594.36     | 10,426.95      | 103,445.21          | 30,532.88                | 9,096.77                  |  | 57,369.25              | 5,694.68                | 15,061.55                              | 2,208.20            |   |
| Chicago, St. Paul & Kansas City.      |               | 463.80         | 4,118.73            | 7,524.00                 | 195.00                    |  | 10,779.36              | 642.60                  |  |                     |   |
| Minnesota & North Western.            | 5,274.65      | 4,184.56       |                     | 43,418.68                |                           |  | 73,312.76              |                         | 31,680.83                              | 16,314.53           |   |
| Iowa Northern.                        |               | 131.51         | 1,380.00            |                          |                           |  | 315.00                 |                         |  |                     |   |
| Minneapolis & St. Louis.              | 8,969.99      | 8,947.39       | 118,097.93          | 21,326.41                | 4,443.87                  | 13,768.79                                | 61,133.39              | 2,810.20                | 20,169.87                              | 1,383.96            |   |
| Sioux City & Pacific.                 | 3,680.54      | 354.54         | 17,445.26           | 5,615.89                 | 1,109.86                  | 2,552.66                                 | 8,013.19               | 157.17                  | 12,543.51                              | 370.75              |   |
| Wabash, St. Louis & Pacific.          | 69,666.95     | 61,283.19      | 854,627.89          | 93,655.00                | 3,910.76                  | 24,344.86                                | 280,965.23             | 11,732.25               | 124,030.47                             | 20,860.80           |   |
| Keokuk & Western.                     | 3,994.21      |                | 34,931.80           |                          | 5,189.24                  |  | 18,112.96              | 5,240.20                | 1,377.99                               |                     |   |
| Centerville, Moravia & Albia.         | 299.18        |                | 4,732.82            |                          |                           |  | 1,519.62               |                         | 777.87                                 |                     |   |
| Mason City & Ft. Dodge.               | 722.53        | 187.83         | 3,690.11            | 1,883.85                 | 17.45                     |  |                        |                         |  | 71.69               |   |
| Council Bluffs & St. Louis.           | 5,059.53      | 2,892.16       | 36,686.22           | 6,604.85                 | 805.00                    | 3,066.28                                 | 22,575.81              | 3,996.15                | 7,094.62                               | 100.81              |   |
| Clarinda & St. Louis.                 | 126.25        | 135.10         | 2,224.50            |                          |                           |  | 1,691.34               | 137.16                  |  |                     |   |
| NARROW GAUGE ROADS.                   |               |                |                     |                          |                           |  |                        |                         |  |                     |   |
| Burlington & Northwestern.            | 205.11        | 224.09         | 1,904.00            |                          |                           |  | 3,276.23               |                         | 60.96                                  | 330.45              |   |
| Burlington & Western.                 | 687.73        | 834.07         | 7,472.31            |                          |                           |  | 5,033.38               |                         | 126.04                                 | 7.77                |   |
| Des Moines, Osceola & Southern.       | 2,012.40      | 928.42         | 10,675.08           | 15,000.00                | 318.37                    |  | 1,260.00               | 276.58                  |  | 463.57              |   |
| Ft. Madison & Northwestern.           | 210.85        |                | 2,484.61            |                          |                           |  | 1,501.33               |                         |  | 46.73               |   |
| St. Louis, Des Moines & Northern.     | 740.82        | 276.64         | 3,869.88            | 518.61                   | 38.50                     | 223.00                                   | 1,555.84               | 53.88                   | 11.17                                  | 4.00                |   |
| Cedar Rapids & Marion Street Railway. | 159.10        | 311.46         | 8,884.94            | 4,791.19                 |                           |  |                        |                         |  |                     |   |
| Total                                 | 450,805.77    | 610,800.15     | 6,679,331.00        | 1,302,191.62             | 257,213.84                | 257,544.50                               | 3,180,645.02           | 142,912.47              | 488,975.00                             | 1,020,218.43        | 160,773.63                              |

TABLE NO. VIII—CONTINUED.

| RAILROADS.                           | Damages to property and cattle. | Personal injuries. | Agents and station service. | Station supplies. | General and permanent expense. | Legal expenses. | Insurance.  | Stationery and printing. | Sundries and tax returns. | Miscellaneous contingencies. | Total taxes paid. |
|--------------------------------------|---------------------------------|--------------------|-----------------------------|-------------------|--------------------------------|-----------------|-------------|--------------------------|---------------------------|------------------------------|-------------------|
| Burlington, Cedar Rapids & Northern. | \$16,826.33                     | \$18,727.27        | \$150,849.36                | \$24,470.73       | \$7,488.96                     | \$9,272.74      | \$16,784.54 | \$1,224.34               | \$1,472.77                | \$15,320.76                  | \$7,750.00        |
| Central Iowa.                        | 5,876.80                        | 8,833.15           | 27,215.36                   | 1,991.69          | 17,768.00                      | 5,032.52        | 14,045.08   | 17,734.76                | 4,472.77                  | 7,427.84                     | 28,005.94         |
| Chicago, Burlington & Quincy.        | 2,648.30                        | 1,237.73           | 39,967.48                   | 2,175.92          | 28,218.63                      | 5,885.88        | 1,045.00    | 18,207.11                | 61,542.53                 | 7,477.98                     | 36,025.29         |
| Chicago, Burlington & Kan. City.     | 49,042.54                       | 42,496.75          | 294,582.18                  | 74,557.12         | 206,278.80                     | 36,206.72       | 15,194.53   | 48,818.21                | 54,654.61                 | 62,376.56                    | 437,511.10        |
| Kansas City, St. Jo & C. B.          | 6,391.82                        | 7,295.97           | 217,525.99                  | 10,881.68         | 15,504.10                      | 5,857.11        | 753.85      | 1,283.32                 |                           |                              | 34,319.52         |
| St. Louis, Keokuk & N. W.            | 4,794.98                        | 4,437.44           | 48,444.29                   |                   | 17,093.64                      | 4,823.86        | 1,273.21    | 7,665.52                 |                           |                              | 16,142.53         |
| Chicago, Iowa & Dakota.              | 112.50                          |                    | 2,535.00                    | 85.06             | 1,742.65                       | 176.79          |             | 240.40                   |                           |                              | 983.94            |
| Chicago, Milwaukee & St. Paul.       | 50,961.96                       | 144,386.18         | 2,304,599.02                | 130,460.35        | 54,518.19                      | 86,414.88       | 42,570.54   | 375,074.40               | 81,488.94                 | 5,232.38                     | 735,569.24        |
| Chicago & Northwestern.              | 42,228.12                       | 159,850.73         | 2,258,797.29                | 83,874.53         | 191,631.35                     | 61,727.91       | 8,682.26    | 435,801.07               |                           | 199,100.54                   | 718,107.98        |
| Chicago, Rock Island & Pacific.      | 78,108.05                       | 49,329.98          | 938,478.47                  | 93,661.45         | 240,027.22                     | 40,643.37       |             | 76,820.28                | 341,153.96                | 67,296.47                    | 304,320.82        |
| Chicago, St. Paul, Minneapolis & O.  | 16,227.23                       | 21,311.43          | 423,159.59                  | 21,912.24         | 146,847.76                     | 26,507.66       | 14,300.41   | 99,010.27                | 33,101.18                 | 24,023.87                    | 235,461.22        |
| Crooked Creek.                       | 45.00                           |                    | 1,253.75                    | 22.25             | 2,383.20                       | 200.00          |             | 37.50                    |                           |                              | 464.16            |
| Des Moines & Fort Dodge.             | 2,421.92                        | 2,454.95           | 22,641.71                   | 866.08            | 18,490.85                      | 1,092.49        | 969.80      | 3,293.25                 |                           | 19,058.85                    | 17,458.94         |
| Humeston & Shenandoah.               | 740.25                          | 4,363.60           | 10,769.53                   | 950.36            | 8,017.80                       | 1,669.65        | 836.59      | 94.01                    |                           | 485.88                       | 8,333.98          |
| Illinois Central.                    | 7,448.60                        | 11,358.65          | 95,108.16                   | 9,721.27          | 4,767.47                       | 16,481.47       | 9,153.70    | 17,811.16                |                           | 28,609.70                    | 65,566.78         |
| Chicago, St. Paul & Kansas City.     | 3,648.00                        | 20,227.40          | 20,227.40                   |                   | 20,751.27                      | 3,176.47        |             | 3,455.63                 | 2,027.64                  | 1,990.93                     | 5,400.00          |
| Minnesota & Northwestern.            | 120.61                          | 2,715.68           | 53,429.80                   | 5,479.98          | 46,484.87                      |                 | 3,809.32    | 36,582.21                | 31,659.12                 |                              | 10,350.51         |
| Iowa Northern.                       |                                 |                    | 1,380.00                    |                   | 1,380.00                       | 5.50            |             | 26.50                    |                           | 46.18                        |                   |
| Minneapolis & St. Louis.             | 3,450.17                        | 4,676.38           | 109,792.01                  | 5,734.38          | 50,915.68                      | 10,802.36       | 4,490.92    | 36,671.04                |                           | 3,224.24                     | 52,410.58         |
| Ottumwa & Kirkville.                 | 125.00                          |                    | 1,310.00                    |                   |                                |                 | 15.00       |                          |                           |                              | 1,633.99          |
| Prairie du Chien & McGregor.         |                                 |                    | 9,200.00                    |                   |                                |                 |             |                          |                           |                              | 1,249.52          |
| Sioux City & Pacific.                | 395.45                          | 13,602.75          | 2,884.71                    |                   | 13,548.72                      | 3,473.98        |             | 13,181.47                | 21,618.61                 | 23,008.09                    | 18,101.09         |
| Wabash, St. Louis & Pacific.         | 44,720.80                       | 26,257.97          | 637,760.77                  | 59,135.30         | 280,728.54                     | 55,192.53       | 21,435.57   | 301,618.62               | 152,910.50                | 52,688.09                    | 186,406.61        |
| Keokuk & Western.                    | 3,557.07                        | 66.85              | 22,395.42                   | 602.25            | 11,643.64                      | 18,768.84       | 1,065.54    | 1,366.37                 | 2,928.25                  | 238.88                       | 8,029.67          |
| Centerville, Moravia & Albia.        | 165.00                          |                    | 1,458.83                    |                   | 3,516.36                       | 30.35           | 290.98      | 20.55                    | 661.34                    | 100.00                       | 1,063.25          |
| Mason City & Fort Dodge.             | 78.48                           |                    | 2,223.19                    | 103.05            | 5,204.79                       |                 |             | 1,210.22                 | 41.75                     |                              | 28.57             |
| Council Bluffs & St. Louis.          | 1,472.98                        | 479.14             | 37,987.94                   | 13,091.05         | 12,337.37                      | 1,425.99        | 875.47      | 1,802.26                 | 2,066.02                  | 5,480.44                     | 14,366.12         |
| Clarinda & St. Louis.                |                                 |                    | 1,893.98                    | 7.75              | 372.49                         |                 |             | 81.91                    |                           | 85.00                        | 739.53            |
| NARROW GAUGE ROADS.                  |                                 |                    |                             |                   |                                |                 |             |                          |                           |                              |                   |
| Burlington & Northwestern.           | 60.79                           | 59.00              | 3,636.73                    |                   | 3,911.75                       |                 | 173.37      | 551.44                   |                           |                              | 1,090.05          |
| Burlington & Western.                | 1,273.93                        | 163.40             | 6,390.45                    |                   | 4,353.89                       |                 | 205.27      | 365.13                   |                           | 5.30                         | 1,977.74          |
| Des Moines, Osceola & Southern.      | 1,028.60                        | 903.60             | 11,371.40                   | 703.56            | 5,620.00                       | 843.36          |             | 1,793.30                 | 61.35                     | 240.00                       | 4,182.68          |
| Ft. Madison & Northwestern.          | 143.16                          | 15.00              | 2,143.51                    |                   | 2,283.17                       | 13.00           |             | 186.92                   |                           | 61.25                        | 337.99            |
| St. Louis, Des Moines & Northern.    | 301.00                          | 442.75             | 12,207.35                   | 277.14            | 4,313.90                       | 160.00          | 68.00       | 426.84                   |                           | 5,942.11                     | 734.01            |
| Cedar Rapids & Marion Street R'y.    | 74.00                           |                    |                             |                   | 2,909.98                       | 1.35            | 352.38      | 161.60                   | 200.63                    | 141.38                       | 416.35            |
| Total                                | 344,535.18                      | 520,422.56         | 7,783,474.96                | 531,917.52        | 2,163,390.16                   | 410,787.83      | 146,545.06  | 1,570,328.30             | 854,867.45                | 831,886.21                   | 5,169,692.94      |



TABLE No. IX.

COMPARATIVE TABLE OF EARNINGS FOR THE YEARS ENDING JUNE 30, 1884, 1886 AND 1887.

| RAILROADS.                              | 1884.     |                 |                   |                 | 1886.     |                 |                   |                 | 1887.     |                 |                   |                 |
|---|-----------|-----------------|-------------------|-----------------|-----------|-----------------|-------------------|-----------------|-----------|-----------------|-------------------|-----------------|
|   | Miles.    | Total earnings. | Per mile of road. | Per train mile. | Miles.    | Total earnings. | Per mile of road. | Per train mile. | Miles.    | Total earnings. | Per mile of road. | Per train mile. |
| Burlington, Cedar Rapids & Northern.    | 713.87    | \$ 2,982,233.26 | \$ 3,978.95       | 1.21            | 990.66    | \$ 3,001,110.43 | \$ 3,029.41       | 1.186           | 1,039.18  | \$ 3,074,531.45 | \$ 2,993.31       | 1.0754          |
| Central Iowa .....                      | 506.95    | 1,478,455.13    | 2,850.52          | 1.18            | 503.98    | 1,338,513.97    | 2,618.40          | 1.028           | 512.72    | 1,319,261.86    | 2,593.05          | .8867           |
| Chicago, Burlington & Quincy .....      | 818.47    | 7,014,270.11    | 8,445.76          | 1.51            | 903.49    | 7,303,963.64    | 7,871.52          | 1.051           | 793.89    | 7,315,134.12    | 9,214.29          | 1.43            |
| Chicago, Burlington & Kansas City ..... | 191.30    | 251,972.84      | 1,289.65          | .88             | 220.10    | 309,948.63      | 1,406.52          | 0.885           | 220.10    | 355,418.07      | 1,614.80          | .98             |
| Kansas City, St. Jo & Council Bluffs.   | 320.00    | 2,149,698.58    | 6,446.92          | 1.78            | 320.00    | 1,964,312.59    | 5,725.41          | 1.61            | 320.00    | 2,160,038.15    | 6,750.12          | 1.7350          |
| St. Louis, Keokuk & Northwestern .....  | 184.87    | 551,358.96      | 2,937.52          | 1.30            | 184.87    | 563,665.07      | 3,011.57          | 1.246           | 185.00    | 620,317.22      | 3,338.02          | 1.466           |
| Chicago, Iowa & Dakota .....            | 4,608.00  | 23,308,074.77   | 4,941.45          | 1.57            | 4,920.68  | 24,553,729.57   | 4,996.63          | 1.57            | 5,311.15  | 25,373,969.20   | 4,838.25          | 1.47            |
| Chicago, Milwaukee & St. Paul .....     | 3,734.95  | 24,803,877.02   | 6,567.90          | 1.52            | 3,899.24  | 24,400,368.46   | 6,188.13          | 1.40            | 4,049.97  | 26,369,085.11   | 6,510.93          | 1.361           |
| Chicago, Rock Island & Pacific .....    | 1,384.10  | 12,637,754.79   | 8,578.30          | 1.50            | 1,383.40  | 12,347,573.28   | 8,112.02          | 1.47            | 1,384.70  | 12,434,919.25   | 8,415.96          | 1.32            |
| Chicago, St. Paul, Minneapolis & O...   | 1,247.98  | 5,856,444.12    | 4,692.74          | 1.49            | 1,329.89  | 6,898,752.04    | 4,507.21          | 1.11            | 1,355.02  | 6,456,110.28    | 4,764.58          | 1.4540          |
| Crooked Creek .....                     | 8.50      | 9,452.29        | 1,112.63          | 1.01            | 8.50      | 10,696.74       | 1,258.44          | 1.14            | 23.30     | 29,001.02       | 1,250.00          | .....           |
| Des Moines & Fort Dodge .....           | 142.90    | 361,154.77      | 2,533.97          | 1.26            | 142.90    | 396,375.05      | 2,538.68          | 1.19            | 143.50    | 339,110.92      | 2,373.07          | 1.02            |
| Dubuque & Dakota .....                  | 63.20     | 75,561.79       | 1,195.69          | .....           | 63.20     | 67,500.86       | 1,046.00          | 0.502           | .....     | .....           | .....             | .....           |
| Humeston & Shenandoah .....             | 112.52    | 314,522.89      | 2,795.09          | .95             | 112.53    | 176,022.27      | 1,537.57          | 1.20            | 100.08    | 155,742.48      | 1,556.17          | .99             |
| Illinois Central .....                  | 402.16    | 1,895,572.96    | 4,668.09          | 1.45            | 402.16    | 1,701,794.49    | 4,185.20          | 1.22            | 402.16    | 1,719,133.93    | 4,274.75          | 1.18            |
| Chicago, St. Paul & Kansas City .....   | .....     | .....           | .....             | .....           | 114.60    | 246,410.61      | 2,150.14          | 1.048           | 115.00    | 292,369.90      | 2,542.37          | 1.16            |
| Minnesota & Northwestern .....          | .....     | .....           | .....             | .....           | 20.20     | 7,011.48        | 350.57            | .....           | 240.00    | 873,498.93      | 2,539.24          | .90             |
| Iowa Northern .....                     | 5.93      | 23,749.56       | 4,000.49          | 2.81            | 5.93      | 13,913.08       | 2,346.22          | 0.818           | 593.00    | 13,207.61       | 2,227.25          | 7.27            |
| Minneapolis & St. Louis .....           | 420.05    | 1,696,380.73    | 4,039.00          | 1.36            | 358.70    | 1,644,343.53    | 4,352.91          | 1.322           | 365.05    | 1,652,444.44    | 4,521.02          | 1.2954          |
| Ottumwa & Kirville .....                | 3.33      | 21,463.31       | 6,445.44          | .....           | 3.33      | 50,350.02       | 15,105.00         | 1.48            | 3.33      | 28,271.23       | 8,482.22          | .....           |
| Prairie du Chien & McGregor .....       | 2.00      | 59,680.23       | 29,800.11         | .....           | 2.00      | 65,087.85       | 32,543.82         | .....           | 2.00      | 63,260.15       | 31,630.27         | .....           |
| Sioux City & Pacific .....              | 419.54    | 1,359,622.03    | 3,186.67          | 1.14            | 107.42    | 568,059.78      | 4,586.98          | 2.4753          | 107.42    | 560,547.05      | 5,218.28          | 2.1540          |
| Wabash, St. Louis & Pacific .....       | 3,485.20  | 17,367,564.77   | 4,808.47          | 1.18            | 2,373.40  | 12,945,285.19   | 5,416.73          | 1.22            | 1,764.80  | 8,512,913.19    | 4,789.80          | 1.33            |
| Keokuk & Western .....                  | .....     | .....           | .....             | .....           | 131.00    | 289,589.90      | 1,881.79          | 1.12            | 148.00    | 318,140.41      | 2,149.60          | 1.304           |
| Centerville, Moravia & Albia .....      | .....     | .....           | .....             | .....           | .....     | .....           | .....             | .....           | 24.00     | 14,520.84       | 617.53            | .....           |
| Mason City & Fort Dodge .....           | .....     | .....           | .....             | .....           | 145.00    | 122,304.79      | 843.49            | 1.294           | 92.00     | 20,968.51       | 227.03            | .538            |
| Council Bluffs & St. Louis .....        | .....     | .....           | .....             | .....           | .....     | .....           | .....             | .....           | 145.00    | 459,292.94      | 3,167.53          | 1.304           |
| Clarinda & St. Louis .....              | .....     | .....           | .....             | .....           | 21.00     | 1,942.37        | 92.50             | 0.3303          | .....     | 8,128.38        | 367.54            | .2197           |
| NARROW GAUGE ROADS.                     |           |                 |                   |                 |           |                 |                   |                 |           |                 |                   |                 |
| Burlington & Northwestern .....         | 52.30     | 36,553.20       | 645.21            | 0.85            | 52.30     | 40,422.51       | 772.80            | 1.83            | 21.50     | 44,826.79       | 851.37            | .....           |
| Burlington & Western .....              | 104.50    | 38,860.60       | 371.81            | .53             | 104.57    | 52,371.62       | 498.02            | 0.9302          | 62.30     | 49,336.02       | 462.24            | .368            |
| Des Moines, Osceola & Southern .....    | .....     | .....           | .....             | .....           | 111.11    | 76,833.51       | 692.19            | .....           | 104.57    | 77,067.15       | 694.48            | .....           |
| Fort Madison & Northwestern .....       | .....     | .....           | .....             | .....           | 45.00     | 15,877.05       | 341.72            | .....           | 111.11    | 43,639.01       | 1,090.19          | .8630           |
| St. Louis, Des Moines & Northern .....  | 43.30     | 57,355.90       | 1,351.89          | 1.05            | 42.36     | 46,662.36       | 1,081.97          | 0.928           | 38.86     | 43,639.01       | 1,090.19          | .8630           |
| Cedar Rapids & Marion Street R'y .....  | 9.00      | 23,966.60       | 2,661.89          | .....           | 12.00     | 36,322.21       | 3,026.88          | .....           | 13.00     | 28,516.95       | 2,193.61          | .....           |
| Total .....                             | 19,042.08 | 104,367,917.01  | 5,480.92          | 1.34            | 19,042.02 | 101,693,935.54  | 5,314.63          | 1.18            | 19,808.61 | 100,701,564.80  | 4,163.78          | 1.3980          |

REPORT OF RAILROAD COMMISSIONERS.

COMPILATION OF RETURNS.



TABLE No. X.

COMPARATIVE TABLE OF OPERATING EXPENSES FOR THE YEAR ENDING JUNE 30, 1884, 1886, 1887.

| RAILROADS.                          | 1884.     |                           |                   |                 | 1886.     |                           |                   |                 | 1887.     |                           |                   |                 |
|-------------------------------------|-----------|---------------------------|-------------------|-----------------|-----------|---------------------------|-------------------|-----------------|-----------|---------------------------|-------------------|-----------------|
|                                     | Miles.    | Total operating expenses. | Per mile of road. | Per train mile. | Miles.    | Total operating expenses. | Per mile of road. | Per train mile. | Miles.    | Total operating expenses. | Per mile of road. | Per train mile. |
| Burlington, Cedar Rapids & North'n. | 713.87    | \$ 1,909,290.72           | \$ 2,674.56       | .8149           | 990.66    | \$ 2,107,181.37           | \$ 2,026.10       | 0.7481          | 1,027.79  | \$ 2,192,814.69           | \$ 2,134.75       | 0.7767          |
| Central Iowa                        | 506.95    | 1,062,223.73              | 2,095.33          | .8643           | 503.98    | 1,034,854.74              | 2,053.36          | .8057           | 513.72    | 1,238,702.55              | 2,415.98          | 0.8365          |
| Chicago, Burlington & Quincy        | 818.47    | 4,237,039.85              | 5,176.78          | .92             | 903.49    | 4,373,992.33              | 4,763.72          | .91             | 793.89    | 4,527,870.71              | 5,011.09          | 0.88            |
| Chicago, Burlington & Kansas City   | 191.30    | 250,397.71                | 1,310.17          | .893            | 220.10    | 273,265.63                | 1,241.55          | .781            | 181.09    | 289,829.63                | 1,545.81          | 0.8020          |
| Kansas City, St. Jo. & Coun. Bluffs | 330.00    | 1,331,747.32              | 4,035.32          | 1.15            | 320.00    | 1,245,553.63              | 3,892.33          | 1.09            | 370.00    | 1,390,558.45              | 4,214.38          | 1.0160          |
| St. Louis, Keokuk & Northwestern    | 184.87    | 490,126.30                | 2,649.38          | 1.078           | 184.87    | 461,544.22                | 2,496.58          | 1.033           | 185.00    | 503,518.06                | 2,721.62          | .93             |
| Chicago, Iowa & Dakota              | 4,608.00  | 13,566,005.09             | 2,906.34          | .92             | 26.50     | 21,098.24                 | 781.42            | 1.0406          | 26.05     | 26,517.28                 | 1,000.25          | .9020           |
| Chicago, Milwaukee & St. Paul       | 3,734.05  | 14,933,334.72             | 3,999.23          | .9235           | 4,920.68  | 14,918,391.32             | 3,037.87          | .94             | 5,311.15  | 14,963,640.05             | 2,821.77          | .88             |
| Chicago & Northwestern              | 1,384.10  | 7,458,207.28              | 5,388.49          | .94             | 3,899.24  | 13,898,275.73             | 3,554.35          | .8088           | 4,049.97  | 15,125,980.74             | 3,734.84          | 0.7902          |
| Chicago, Rock Island & Pacific      | 1,247.98  | 3,885,213.88              | 3,103.20          | .9878           | 1,329.89  | 7,124,789.69              | 5,360.20          | .89             | 1,384.70  | 7,946,195.51              | 5,740.64          | 0.90            |
| Chicago, St. Paul, Minn. & Omaha    | 8.50      | 9,340.96                  | 1,098.93          | .998            | 8.50      | 12,842.30                 | 1,510.86          | 1.37            | 23.20     | 4,166,327.87              | 3,030.46          | .928            |
| Crooked Creek                       | 142.90    | 237,906.44                | 1,666.57          | .83             | 142.90    | 265,813.42                | 1,860.13          | .87             | 143.50    | 267,059.42                | 1,866.14          | .82             |
| Des Moines & Ft. Dodge              | 63.20     | 53,831.50                 | 852.71            | .....           | 63.20     | 59,772.92                 | 940.80            | .94             | .....     | .....                     | .....             | .....           |
| Dubuque & Dakota                    | 112.52    | 291,706.32                | 2,591.43          | .88             | 112.53    | 130,392.28                | 1,158.76          | .90             | 100.08    | 131,595.30                | 1,314.90          | .84             |
| Humeston & Shenandoah               | 402.16    | 1,062,032.24              | 2,640.82          | .82             | 402.16    | 1,153,254.13              | 2,867.05          | .84             | 402.16    | 1,131,595.09              | 2,813.79          | 0.79            |
| Chicago, St. Paul & Kansas City     | .....     | .....                     | .....             | .....           | 114.60    | 191,063.46                | 1,620.10          | .868            | 115.00    | 191,772.45                | 1,667.58          | 0.76            |
| Minnesota & Northwestern            | .....     | .....                     | .....             | .....           | .....     | .....                     | .....             | .....           | 240.00    | 608,796.30                | 2,533.31          | 0.68            |
| Iowa Northern                       | 5.03      | 12,009.56                 | 2,126.40          | 1.492           | 5.93      | 7,034.56                  | 1,338.04          | .46             | 5.03      | 7,224.21                  | 1,218.25          | 0.424           |
| Minneapolis & St. Louis             | 420.00    | 1,246,951.91              | 2,968.93          | .998            | 308.70    | 1,060,748.28              | 2,957.30          | .8981           | 305.50    | 1,084,233.66              | 2,906.44          | 0.83            |
| Ottumwa & Kirksville                | 3.33      | 7,730.94                  | 2,419.74          | .....           | 3.33      | 11,887.67                 | 3,566.63          | 1.16            | 3.33      | 12,263.88                 | 3,681.53          | .....           |
| Prairie du Chien & McGregor         | 2.00      | 44,038.33                 | 2,201.91          | .....           | 2.00      | 46,792.30                 | 23,396.15         | .....           | 2.00      | 54,024.26                 | 27,012.13         | .....           |
| Sioux City & Pacific                | 418.54    | 837,083.22                | 2,000.00          | .....           | 107.42    | 232,529.19                | 2,164.67          | 1.1682          | 107.42    | 281,086.94                | 2,616.70          | 1.1197          |
| Wabash, St. Louis & Pacific         | 3,485.20  | 13,613,205.84             | 3,906.00          | .9493           | 2,353.40  | 10,219,695.26             | 4,332.52          | .98             | 1,764.80  | 5,992,327.62              | 3,393.47          | 0.94            |
| Keokuk & Western                    | .....     | .....                     | .....             | .....           | 131.00    | 298,791.28                | 2,230.85          | 1.36            | 148.00    | 261,005.35                | 1,763.55          | .94             |
| Centerville, Moravia & Albia        | .....     | .....                     | .....             | .....           | .....     | .....                     | .....             | .....           | 24.00     | 19,747.39                 | 822.81            | .....           |
| Mason City & Ft. Dodge              | .....     | .....                     | .....             | .....           | .....     | .....                     | .....             | .....           | 92.00     | 26,833.32                 | 296.23            | .6797           |
| Council Bluffs & St. Louis          | .....     | .....                     | .....             | .....           | 145.00    | 96,227.78                 | 663.64            | .9984           | 145.00    | 321,072.29                | 2,214.26          | .8649           |
| Clarinda & St. Louis                | .....     | .....                     | .....             | .....           | 21.00     | 2,868.00                  | 136.57            | .4731           | 21.00     | 11,070.09                 | 514.88            | .2949           |
| NARROW GAUGE ROADS.                 |           |                           |                   |                 |           |                           |                   |                 |           |                           |                   |                 |
| Burlington & Northwestern           | 82.30     | 24,508.12                 | 659.81            | .8772           | 82.30     | 35,515.19                 | 679.06            | 1.01            | 82.30     | 33,022.97                 | 631.40            | .....           |
| Burlington & Western                | 104.50    | 45,103.60                 | 431.57            | .8838           | 104.57    | 54,860.62                 | 524.33            | .4386           | 104.67    | 51,930.16                 | 496.51            | .887            |
| Des Moines, Des Moines & Southern   | .....     | .....                     | .....             | .....           | 111.11    | 82,474.08                 | 743.11            | .8133           | 111.11    | 98,902.74                 | 882.12            | .267            |
| Fort Madison & Northwestern         | 42.36     | 35,917.04                 | 1,319.89          | 1.023           | 42.36     | 46,614.95                 | 1,100.42          | .944            | 42.36     | 44,707.04                 | 1,055.46          | .892            |
| St. Louis, Des Moines & Northern    | .....     | .....                     | .....             | .....           | .....     | .....                     | .....             | .....           | .....     | .....                     | .....             | .....           |
| Cedar Rapids & Marion Street Ry.    | 9.00      | 21,076.68                 | 2,341.85          | .....           | 12.19     | 19,554.88                 | 1,629.57          | .....           | 13.00     | 26,016.93                 | 2,001.30          | .....           |
| Total                               | 19,942.03 | 66,696,728.18             | 3,502.61          | .9566           | 19,021.82 | 63,183,153.55             | 3,321.01          | .9253           | 18,675.14 | 62,077,850.84             | 3,356.21          | .7894           |

REPORT OF RAILROAD COMMISSIONERS.

COMPILATION OF RETURNS.







TABLE No. XII.

## OPERATING EXPENSE, INTEREST AND RENTAL, COMPARED WITH EARNINGS.

| RAILROADS.                           | Miles.    | Total earnings. | Total operating ex-<br>penses. | INTEREST AND<br>RENTAL. |            | Total operating ex-<br>penses, interest and<br>rental. | Excess of earnings over<br>operating expenses, in-<br>terest and rental. | Excess of operating ex-<br>penses, interest and<br>rental over earnings. | FOR IOWA.  |  |
|--------------------------------------|-----------|-----------------|--------------------------------|-------------------------|------------|--|--|--|--|--|
|                                      |           |                 |                                | Paid.                   | Unpaid.    |  |  |  | Excess of earn-<br>ings over<br>operating ex-<br>penses, inter-<br>est and rental. | Excess of opera-<br>ting expenses,<br>interest and<br>rental over<br>earnings. |
| Burlington, Cedar Rapids & Northern  | 1,039.18  | \$ 3,074,331.45 | \$ 2,192,814.09                | \$ 777,097.03           |            | \$2,969,911.12   | \$ 104,420.33  |  | \$ 166,809.37  | \$.....  |
| Central Iowa                         | 512.72    | 585,988.50      | 535,502.29                     | 483,987.50              |            | 950,244.75   | 40,071.10  | 374,256.25   | 32,056.88  | 287,351.08   |
| Chicago, Burlington & Quincy         | 4,224.73  | 29,083,522.90   | 15,116,562.26                  | 4,580,915.00            |            | 19,697,507.86  | 9,386,015.04   |  |  |  |
| Chicago, Burlington & Kansas City    | 220.10    | 305,418.07      | 288,829.53                     | 4,494.33                | 53,404.31  | 359,632.17   |  | 5,909.79   |  | 2,663.91   |
| Kansas City, St. Jo & Council Bluffs | 320.00    | 2,160,038.15    | 1,300,558.45                   | 398,440.00              |            | 1,598,598.45   | 561,039.70   |  |  | 64,771.77  |
| St. Louis, Keokuk & Northwestern     | 185.00    | 630,317.72      | 303,518.06                     | 115,010.53              |            | 104,820.81   | 513,349.40   | 106,968.32   |  | 59,979.75  |
| Chicago, Iowa & Dakota               | 26.50     | 29,842.28       | 26,517.28                      |                         | 23,850.00  | 50,367.28  |  | 20,525.00  |  | 30,535.00  |
| Chicago, Milwaukee & St. Paul        | 5,311.15  | 25,273,999.20   | 14,953,640.05                  | 6,655,257.31            |            | 21,608,897.36  | 3,665,101.84   |  |  |  |
| Chicago & Northwestern               | 4,049.97  | 26,309,085.11   | 15,125,980.74                  | 5,086,643.30            |            | 20,251,527.12  | 6,057,557.99   |  | 1,726,619.80   |  |
| Chicago, Rock Island & Pacific       | 1,384.70  | 12,664,919.25   | 7,946,195.51                   | 1,437,055.52            |            | 9,383,251.03   | 2,885,005.99   |  | 1,908,133.66   |  |
| Chicago, St. Paul, Minneapolis & O.  | 1,305.02  | 6,456,110.28    | 4,106,327.87                   | 1,334,448.00            |            | 5,657,039.52   | 890,070.26   |  | 130,845.76   |  |
| Crooked Creek                        | 23.20     | 29,001.02       | 22,484.00                      | 5,670.00                |            | 28,154.00  | 847.02   |  | 847.02   |  |
| Des Moines & Fort Dodge              | 143.50    | 339,110.92      | 297,639.42                     | 32,516.35               | 65,483.85  | 368,159.42   |  | 29,048.50  |  | 29,048.50  |
| Humeston & Shenandoah                | 100.08    | 155,742.48      | 131,596.30                     | 563,640.00              | 93,940.00  | 327,733.04   |  | 171,990.50   |  | 171,990.50   |
| Illinois Central                     | 402.16    | 1,719,133.63    | 1,131,595.69                   | 1,672,418.55            |            | 1,804,014.27   |  | 84,880.64  |  | 84,880.64  |
| Chicago, St. Paul & Kansas City      | 115.00    | 292,369.90      | 191,772.45                     | 115,000.00              |            | 306,772.45   |  | 14,402.55  |  | 14,402.55  |
| Minnesota & Northwestern             | 240.00    | 873,498.93      | 606,796.30                     | 242,956.41              |            | 836,967.07   | 36,531.86  |  | 49,136.02  |  |
| Iowa Northern                        | 5.97      | 13,207.61       | 7,234.21                       | 3,000.00                |            | 10,224.21  | 2,983.40   |  | 2,983.40   |  |
| Minneapolis & St. Louis              | 365.50    | 1,652,444.44    | 2,084,233.65                   | 529,227.40              |            | 1,674,620.24   |  | 22,175.80  |  | 183,364.96   |
| Ottumwa & Kirksville                 | 3.33      | 28,271.23       | 12,203.88                      |                         | 9,958.28   | 38,162.16  |  | 109.07   |  | 109.07   |
| Prairie du Chien & McGregor          | 2.00      | 63,360.55       | 54,324.26                      |                         |            | 54,024.26  |  | 9,336.29   |  | 2,309.07   |
| Sioux City & Pacific                 | 107.42    | 560,547.65      | 281,088.44                     |                         | 146,614.50 | 562,197.87   |  | 58,449.78  |  | 9,183.84   |
| Wabash, St. Louis & Pacific          | 1,754.80  | 8,512,913.19    | 5,992,327.62                   | 690,730.30              |            | 6,954,532.55   | 1,558,380.64   |  | 105,106.82   |  |
| Keokuk & Western                     | 148.00    | 318,140.41      | 261,005.35                     | 11,900.00               |            | 278,145.25   | 39,994.88  |  | 17,851.82  |  |
| Centerville, Moravia & Albion        | 24.00     | 14,820.84       | 19,747.39                      |                         |            |  |  |  |  |  |
| Mason City & Ft. Dodge               | 32.00     | 29,608.51       | 25,353.22                      |                         |            |  |  |  |  |  |
| Council Bluffs & St. Louis           | 145.00    | 459,292.94      | 321,672.21                     |                         | 161,500.00 | 483,772.29   |  | 26,279.35  |  | 26,279.35  |
| Charlinda & St. Louis                | 21.50     | 8,138.38        | 11,676.08                      |                         | 15,840.00  | 26,910.08  |  | 18,771.70  |  | 18,771.70  |
| NARROW GAUGE ROADS.                  |           |                 |                                |                         |            |  |  |  |  |  |
| Burlington & Northwestern            | 82.20     | 44,526.75       | 33,022.97                      | 16,400.00               |            | 53,670.97  |  | 9,144.72   |  | 9,144.72   |
| Burlington & Western                 | 104.57    | 45,336.02       | 51,020.16                      | 39,984.00               |            | 91,904.16  |  | 43,508.14  |  | 43,508.14  |
| Des Moines, Osceola & Southern       | 111.11    | 77,087.15       | 98,012.74                      |                         |            | 98,012.74  |  | 20,925.59  |  | 18,829.04  |
| St. Louis, Des Moines & Northern     | 38.86     | 43,639.01       | 44,707.04                      |                         |            | 62,887.04  |  | 19,248.03  |  | 19,248.03  |
| Cedar Rapids & Marion Street R'y     | 13.00     | 28,516.95       | 26,016.92                      | 2,611.62                |            | 26,628.50  |  | 111.60   |  | 111.60   |
| Total                                | 22,541.22 | 122,769,754.78  | 73,266,559.88                  | 24,066,445.01           | 696,591.25 | 96,963,118.98  | 25,413,983.99  | 861,238.22   | 4,567,841.69   | 1,170,949.20   |

\*The interest on the Iowa Central is paid partly in cash, but mainly funded in consolidated bonds.

†Rental paid.

‡For whole line.



TABLE No. XIII.

## INTEREST AND DIVIDENDS COMPARED WITH EARNINGS.

| RAILROADS.                                 | Miles.    | Net earnings. | Interest on funded debt. | Interest on unfunded debt and rentals. | Dividends.    | Surplus at beginning of year. | Surplus at close of year. | Deficit at beginning of year. | Deficit at close of year. | Percentage of net earnings to capital stock and debt. | Percentage of net earnings to cost of equipment. |
|--|-----------|---------------|--------------------------|--|---------------|-------------------------------|---------------------------|-------------------------------|---------------------------|---|--|
| Burlington, Cedar Rapids & N. ....         | 1,639.18  | \$ 881,717.36 | \$ 763,855.00            | \$ 15,300.00                           | .....         | \$ 407,502.56                 | \$ 235,826.23             | \$ 68,720.67                  | \$ 454,800.62             | 5.89  | 3.70   |
| Central Iowa.....                          | 513.72    | 40,671.10     | 367,732.49               | 32,325.20                              | .....         | .....                         | .....                     | .....                         | .....                     | 0.0017  | 0.0015   |
| Chicago, Burlington & Quincy.....          | 4,247.73  | 13,695,960.64 | 4,416,257.24             | 164,708.36                             | 6,110,852.00  | 9,681,129.28                  | 12,516,135.75             | .....                         | .....                     | 5.75  | 7.03   |
| Chicago, Burlington & Kansas C.....        | 226.10    | 65,968.54     | 398,440.00               | 51,802.64                              | .....         | 11,276.55                     | 5,365.76                  | .....                         | .....                     | 0.06  | 0.05   |
| Kansas City, St. Jo. & Council Bluffs..... | 320.00    | 955,479.70    | 23,145.00                | .....                                  | .....         | 1,442,037.81                  | 1,738,669.86              | .....                         | .....                     | 2.74  | 2.74   |
| St. Louis, Keokuk & N. W.....              | 126.00    | 2,325.00      | 23,850.00                | 29,081.54                              | .....         | 227,494.06                    | 226,388.52                | .....                         | .....                     | 0.0047  | 0.0047   |
| Chicago, Milwaukee & St. Paul.....         | 5,311.00  | 10,320,329.15 | 6,835,257.31             | .....                                  | 3,033,601.05  | 5,901,317.60                  | \$3,576,229.71            | 12,705.49                     | 30,325.00                 | 6.18  | 6.05   |
| Chicago & Northwestern.....                | 4,949.97  | 11,245,104.37 | 6,125,541.38             | .....                                  | 3,444,504.00  | 11,454,093.66                 | 14,109,103.65             | .....                         | .....                     | 6.32  | 7.26   |
| Chicago, Rock Island & Pacific.....        | 1,384.70  | 4,718,723.74  | 1,437,055.92             | .....                                  | 2,937,136.00  | 239,264.74                    | 4,089,181.42              | 47,084.73                     | 4.10                      | 3.11  | 4.70   |
| Chicago, St. Paul, Minn. & Omaha.....      | 1,355.02  | 2,349,722.41  | 1,337,955.98             | .....                                  | 675,408.00    | 3,100,687.74                  | .....                     | .....                         | .....                     | 0.005   | 0.005  |
| Crooked Creek.....                         | 23.02     | 6,517.02      | 5,670.00                 | .....                                  | .....         | 219.44                        | 1,065.46                  | .....                         | .....                     | 0.003   | 0.003  |
| Des Moines & Fort Dodge.....               | 143.50    | 71,432.50     | 97,860.00                | .....                                  | .....         | 525,518.33                    | 595,264.68                | .....                         | .....                     | 0.0039  | 0.0039   |
| Des Moines & Northwestern.....             | 143.50    | 71,432.50     | 97,860.00                | .....                                  | .....         | 110,821.16                    | 327,710.69                | .....                         | .....                     | 0.0024  | 0.0024   |
| Illinois Central.....                      | 402.16    | 581,537.94    | 157,853.00               | 672,418.58                             | .....         | .....                         | 34,796.68                 | 110,938.85                    | 195,519.47                | 4.88  | 4.38   |
| Chicago, St. Paul & Kansas City.....       | 240.00    | 265,702.63    | 220,170.77               | .....                                  | 2,700.00      | 30.29                         | 36,531.86                 | .....                         | .....                     | 5.60  | 5.60   |
| Iowa Northern.....                         | 363.50    | 5,983.40      | 3,000.00                 | .....                                  | .....         | .....                         | 313.69                    | .....                         | .....                     | 4.27  | 3.99   |
| Minneapolis & St. Louis.....               | 32.33     | 568,210.78    | 529,227.45               | 28,838.39                              | 4,458.38      | .....                         | .....                     | 529,446.35                    | 531,622.15                | 2.69  | 2.78   |
| St. Louis & Northwestern.....              | 107.62    | 16,667.50     | .....                    | 5,250.00                               | .....         | .....                         | .....                     | 50,709.20                     | 59,600.13                 | 3.94  | 4.14   |
| St. Louis & Pacific.....                   | 107.62    | 270,461.21    | 195,375.20               | 28,623.25                              | 11,530.00     | .....                         | 9,226.29                  | 1,494,690.18                  | 1,445,690.72              | 3.38  | 5.64   |
| Wabash, St. Louis & Pacific.....           | 174.80    | 2,220,555.57  | 690,730.30               | 205,613.69                             | .....         | 1,315,439.35                  | 2,461,472.18              | .....                         | .....                     | 2.10  | 2.10   |
| Keokuk & Western.....                      | 148.00    | 632,357.20    | 11,900.00                | .....                                  | .....         | .....                         | .....                     | .....                         | .....                     | 0.0013  | .....  |
| Centerville, Moravia & Albion.....         | 24.00     | .....         | .....                    | .....                                  | .....         | .....                         | .....                     | .....                         | .....                     | .....   | .....  |
| Centerville, Moravia & Dodge.....          | 24.00     | .....         | .....                    | .....                                  | .....         | .....                         | .....                     | .....                         | .....                     | .....   | .....  |
| Council Bluffs & St. Louis.....            | 15.00     | 138,220.05    | 154,500.00               | .....                                  | .....         | 28,077.61                     | 163,467.60                | .....                         | .....                     | 6.10  | 5.10   |
| Clarinda & St. Louis.....                  | 21.50     | .....         | 15,840.00                | .....                                  | .....         | .....                         | .....                     | .....                         | .....                     | .....   | .....  |
| NARROW GAUGE ROADS.                        |           |               |                          |  |               |                               |                           |                               |                           |   |  |
| Burlington & Northwestern.....             | 82.20     | 11,203.75     | 63,304.00                | .....                                  | .....         | 64,539.37                     | 73,695.50                 | .....                         | .....                     | 2.00  | 2.00   |
| Burlington & Western.....                  | 111.11    | .....         | 35,364.00                | .....                                  | .....         | .....                         | .....                     | 61,368.46                     | 124,506.60                | .....   | .....  |
| Des Moines, Osceola & Southern.....        | 38.80     | .....         | 18,180.00                | .....                                  | .....         | .....                         | .....                     | 101,663.50                    | 124,131.53                | .....   | .....  |
| St. Louis, Des Moines & Northern.....      | 13.00     | 2,900.02      | 2,190.00                 | 421.62                                 | .....         | 9,000.81                      | 8,912.21                  | .....                         | .....                     | 2.11  | 2.11   |
| Cedar Rapids & Marion Street E'y.          | .....     | .....         | .....                    | .....                                  | .....         | .....                         | .....                     | .....                         | .....                     | .....   | .....  |
| Total.....                                 | 22,533.14 | 49,487,478.91 | 23,107,187.94            | 1,220,218.07                           | 10,240,510.33 | 24,850,359.98                 | 29,978,076.80             | 2,403,477.90                  | 3,048,305.45              | .....   | .....  |

\* \$3,071,572.81 charged to surplus is unpaid interest accrued on funded debt prior to July 1, 1886.



TABLE No. XIV.  
REPRESENTING THE CONDITION OF ROADS IN IOWA.

| RAILROADS.                   | Miles in Iowa. | Amount of stock representing road in Iowa. | Debt representing road in Iowa. | Proportion of cost for Iowa. | Proportion of earnings for Iowa. | Proportion of expenses for Iowa. | Interest paid during the year in Iowa. | Interest accrued but unpaid on road in Iowa. | Dividends apportioned to road in Iowa. | Employees on road in Iowa. | Amount paid employes in Iowa. | Taxes paid in Iowa. |
|------------------------------|----------------|--|---------------------------------|------------------------------|----------------------------------|----------------------------------|--|--|--|----------------------------|-------------------------------|---------------------|
| Bur., C. R. & N. ....        | 872.61         | \$ 7,013,145.00                            | \$ 12,565,239.08                | \$ 19,613,028.61             | \$ 2,834,205.47                  | \$ 2,019,679.71                  | \$ 632,006.39                          | \$ 282,894.00                                | \$ .....                               | 2,094                      | \$ 1,126,033.63               | \$ 74,126.04        |
| Central Iowa, .....          | 409.43         | 8,172,800.00                               | 7,249,030.50                    | 16,680,912.49                | 1,441,317.83                     | 1,036,805.86                     | 308,447.50                             | 282,894.00                                   | 1,032                                  | 1,032                      | 647,877.37                    | 19,016.08           |
| Chicago, B. & Q., .....      | 733.89         | 11,377,130.17                              | 17,071,050.00                   | 29,197,670.60                | 7,315,131.12                     | 4,627,870.71                     | 1,036,805.86                           | 282,894.00                                   | 1,032                                  | 1,032                      | 2,950,001.80                  | 101,024.33          |
| Chi., Bur. & K. C., .....    | 77.53          | 3,433,675.28                               | 3,894,177.05                    | 3,850,469.75                 | 188,549.28                       | 153,734.05                       | 153,734.05                             | 282,894.00                                   | 1,032                                  | 1,032                      | 99,000.00                     | 4,399.03            |
| St. C. & J. & C. B., .....   | 53.35          | 271,691.49                                 | 1,064,780.41                    | 2,890,453.28                 | 226,047.33                       | 216,100.02                       | 71,719.20                              | 282,894.00                                   | 1,032                                  | 1,032                      | 75,000.00                     | 5,335.11            |
| St. C. & J. & C. B., .....   | 26.50          | 309,000.00                                 | 1,413,900.00                    | 3,894,177.05                 | 226,047.33                       | 216,100.02                       | 71,719.20                              | 282,894.00                                   | 1,032                                  | 1,032                      | 75,000.00                     | 5,335.11            |
| Chi. & Iowa, .....           | 1,027.13       | 15,097,763.00                              | 33,305,790.00                   | 40,076,940.45                | 5,662,338.58                     | 3,577,854.23                     | 1,313,604.98                           | 282,894.00                                   | 1,032                                  | 1,032                      | 12,000.00                     | 2,832.94            |
| Chi., M. & St. P., .....     | 1,148.50       | 20,974,476.77                              | 28,857,929.80                   | 43,388,491.18                | 7,390,300.01                     | 4,239,267.49                     | 1,424,412.72                           | 282,894.00                                   | 1,032                                  | 1,032                      | 12,000.00                     | 2,832.94            |
| Chi., & Northw'n., .....     | 921.80         | 34,503,771.63                              | 11,858,161.17                   | 41,238,537.08                | 7,390,300.01                     | 4,239,267.49                     | 1,424,412.72                           | 282,894.00                                   | 1,032                                  | 1,032                      | 12,000.00                     | 2,832.94            |
| Keokuk & D. M., .....        | 74.54          | 4,123,000.00                               | 2,700,000.00                    | 6,875,000.00                 | 5,003,661.72                     | 2,485,319.71                     | 137,500.00                             | 282,894.00                                   | 1,032                                  | 1,032                      | 12,000.00                     | 2,832.94            |
| Chi., St. P., M. & O., ..... | 13.50          | 50,000.00                                  | 1,000,000.00                    | 1,050,000.00                 | 25,000.00                        | 25,000.00                        | 5,000.00                               | 282,894.00                                   | 1,032                                  | 1,032                      | 12,000.00                     | 2,832.94            |
| Chicago & West., .....       | 13.50          | 50,000.00                                  | 1,000,000.00                    | 1,050,000.00                 | 25,000.00                        | 25,000.00                        | 5,000.00                               | 282,894.00                                   | 1,032                                  | 1,032                      | 12,000.00                     | 2,832.94            |
| Webster C. & S. W., .....    | 13.50          | 50,000.00                                  | 1,000,000.00                    | 1,050,000.00                 | 25,000.00                        | 25,000.00                        | 5,000.00                               | 282,894.00                                   | 1,032                                  | 1,032                      | 12,000.00                     | 2,832.94            |
| Des Moines & F. D., .....    | 137.45         | 4,028,000.00                               | 2,694,000.00                    | 6,719,311.35                 | 1,115,742.48                     | 1,311,695.69                     | 318,160.00                             | 282,894.00                                   | 1,032                                  | 1,032                      | 12,000.00                     | 2,832.94            |
| Illinois Central, .....      | 402.16         | 11,211,450.62                              | 5,688,000.00                    | 1,221,482.99                 | 1,719,133.93                     | 1,311,695.69                     | 318,160.00                             | 282,894.00                                   | 1,032                                  | 1,032                      | 12,000.00                     | 2,832.94            |
| Chi., St. P. & K. C., .....  | 114.37         | 2,890,000.00                               | 2,912,000.00                    | 8,237,623.13                 | 325,702.07                       | 151,772.45                       | 115,000.00                             | 282,894.00                                   | 1,032                                  | 1,032                      | 12,000.00                     | 2,832.94            |
| Minnesota & N. W., .....     | 236.19         | 4,870,400.00                               | 60,000.00                       | 6,893,258.90                 | 342,323.33                       | 223,257.53                       | 26,000.00                              | 282,894.00                                   | 1,032                                  | 1,032                      | 12,000.00                     | 2,832.94            |
| Missouri & N. W., .....      | 12.43          | 80,000.00                                  | 3,425,000.00                    | 3,425,000.00                 | 3,425,000.00                     | 3,425,000.00                     | 3,425,000.00                           | 282,894.00                                   | 1,032                                  | 1,032                      | 12,000.00                     | 2,832.94            |
| Omaha & N. W., .....         | 3.33           | 150,000.00                                 | 105,125.00                      | 387,502.34                   | 28,371.23                        | 12,303.88                        | 9,958.28                               | 282,894.00                                   | 1,032                                  | 1,032                      | 12,000.00                     | 2,832.94            |
| Omaha & K. C., .....         | 3.33           | 150,000.00                                 | 105,125.00                      | 387,502.34                   | 28,371.23                        | 12,303.88                        | 9,958.28                               | 282,894.00                                   | 1,032                                  | 1,032                      | 12,000.00                     | 2,832.94            |
| P. du C. & M. G., .....      | 80.37          | 1,830,700.00                               | 3,988,347.65                    | 4,102,157.26                 | 412,915.00                       | 210,568.22                       | 165,241.87                             | 109,618.69                                   | 17,137.92                              | 227                        | 103,793.53                    | 15,354.31           |
| St. Louis City & P., .....   | 220.59         | 2,011,008.00                               | 174,174.00                      | 3,211,161.07                 | 243,301.35                       | 279,335.14                       | 6,074.22                               | 5,826.00                                     | 200                                    | 161,403.47                 | 12,388.30                     | 35,391.70           |
| Union Pacific, .....         | 220.59         | 2,011,008.00                               | 174,174.00                      | 3,211,161.07                 | 243,301.35                       | 279,335.14                       | 6,074.22                               | 5,826.00                                     | 200                                    | 161,403.47                 | 12,388.30                     | 35,391.70           |
| Wabash, St. L. & P., .....   | 54.16          | 1,000,000.00                               | 1,000,000.00                    | 1,000,000.00                 | 1,000,000.00                     | 1,000,000.00                     | 1,000,000.00                           | 1,000,000.00                                 | 1,000,000.00                           | 1,000,000.00               | 1,000,000.00                  | 1,000,000.00        |
| Keokuk & West., .....        | 54.16          | 1,000,000.00                               | 1,000,000.00                    | 1,000,000.00                 | 1,000,000.00                     | 1,000,000.00                     | 1,000,000.00                           | 1,000,000.00                                 | 1,000,000.00                           | 1,000,000.00               | 1,000,000.00                  | 1,000,000.00        |
| Carroll, M. & C., .....      | 54.16          | 1,000,000.00                               | 1,000,000.00                    | 1,000,000.00                 | 1,000,000.00                     | 1,000,000.00                     | 1,000,000.00                           | 1,000,000.00                                 | 1,000,000.00                           | 1,000,000.00               | 1,000,000.00                  | 1,000,000.00        |
| Mason C. & St. L., .....     | 54.16          | 1,000,000.00                               | 1,000,000.00                    | 1,000,000.00                 | 1,000,000.00                     | 1,000,000.00                     | 1,000,000.00                           | 1,000,000.00                                 | 1,000,000.00                           | 1,000,000.00               | 1,000,000.00                  | 1,000,000.00        |
| Com. B. & St. L., .....      | 54.16          | 1,000,000.00                               | 1,000,000.00                    | 1,000,000.00                 | 1,000,000.00                     | 1,000,000.00                     | 1,000,000.00                           | 1,000,000.00                                 | 1,000,000.00                           | 1,000,000.00               | 1,000,000.00                  | 1,000,000.00        |
| Charlinda & St. L., .....    | 11.50          | 141,240.00                                 | 141,240.00                      | 141,240.00                   | 141,240.00                       | 141,240.00                       | 141,240.00                             | 141,240.00                                   | 141,240.00                             | 141,240.00                 | 141,240.00                    | 141,240.00          |
| Total, .....                 | 7,997.50       | 147,350,917.48                             | 150,290,910.87                  | 258,587,197.80               | 37,229,590.02                    | 24,134,648.22                    | 6,381,478.56                           | 611,612,323.40                               | 313,313.91                             | 27,433                     | 14,951,754.19                 | 1,011,930.85        |

\* This amount was earned as applicable to account of interest, but still in hands of receiver.

+ This amount was earned as applicable to interest account, but not paid.

#### NARROW GAUGE.

|                           |          |                |                |                |               |               |              |                |            |           |               |              |
|---------------------------|----------|----------------|----------------|----------------|---------------|---------------|--------------|----------------|------------|-----------|---------------|--------------|
| Hur. & Northw'n., .....   | 39.77    | 186,900.00     | 319,894.46     | 308,207.56     | 44,236.75     | 29,075.07     | 9,144.22     | 7,005.70       | 65         | 25,000.00 | 1,000.00      |              |
| Dix. & Westph., .....     | 70.70    | 850,201.82     | 707,221.24     | 1,437,169.63   | 48,346.02     | 51,250.15     | 13,742.39    | 30,000.00      | 127        | 30,000.00 | 1,000.00      |              |
| Fl. M. & Northw'n., ..... | 45.00    | 310,500.00     | 810,000.00     | 1,143,980.00   | 63,444.50     | 88,211.37     | 13,701.81    | 43,700.00      | 90         | 24,011.86 | 337.90        |              |
| St. L., D. M. & N., ..... | 38.86    | 722,750.00     | 402,900.00     | 1,629,750.00   | 28,516.05     | 28,016.03     | 2,011.02     | 18,150.00      | 62         | 22,108.84 | 734.01        |              |
| C. R. & M. St. L., .....  | 13.00    | 69,700.00      | 85,168.50      | 129,232.10     | 28,516.05     | 28,016.03     | 2,011.02     | 18,150.00      | 35         | 17,405.66 | 416.35        |              |
| Total, .....              | 7,997.50 | 147,350,917.48 | 150,290,910.87 | 258,587,197.80 | 37,229,590.02 | 24,134,648.22 | 6,381,478.56 | 611,612,323.40 | 313,313.91 | 27,433    | 14,951,754.19 | 1,011,930.85 |

\* This amount was



TABLE No. XV.  
TRACK IN IOWA—MILES.

| RAILROADS.                                  | Road owned. | Road leased. | Total.   | Double track. | Sidings. | Length of track equipped as single track. | Steel rails. | Iron rails. | Gauge.  |
|---|-------------|--------------|----------|---------------|----------|---|--------------|-------------|---------|
| Burlington, Cedar Rapids & Northern.....    | 861.22      | 11.39        | 872.61   | .....         | 66.34    | 872.60                                    | 700.38       | 166.86      | 4.8 1/4 |
| Burlington & Missouri River.....            | 3.86        | .....        | 3.86     | .....         | 3.09     | 3.80                                      | 3.86         | .....       | 4.8 1/4 |
| Central Iowa.....                           | 409.43      | .....        | 409.43   | .....         | 64.01    | 409.43                                    | 185.64       | 213.79      | 4.8 1/4 |
| Chicago, Burlington & Quincy.....           | 793.89      | .....        | 793.89   | 72            | 284.05   | 866.05                                    | 558.33       | 285.49      | 4.8 1/4 |
| Chicago, Burlington & Kansas City.....      | 77.53       | .....        | 77.53    | .....         | 5.56     | 77.53                                     | 34.90        | 42.68       | 4.8 1/4 |
| Kansas City, St. Jo & Council Bluffs.....   | 58.35       | .....        | 58.35    | .....         | 8.65     | 58.35                                     | 52.00        | 6.35        | 4.8 1/4 |
| St. Louis, Keokuk & Northwestern.....       | 5.02        | 49.05        | 54.07    | .....         | 4.26     | 52.07                                     | 3.02         | 49.05       | 4.8 1/4 |
| Chicago, Iowa & Dakota.....                 | 26.50       | .....        | 26.50    | .....         | 2.50     | 26.50                                     | 26.50        | .....       | 4.8 1/4 |
| Chicago, Milwaukee & St. Paul.....          | 1,527.13    | .....        | 1,527.13 | 1             | 234.03   | 1,528.13                                  | 1,048.54     | 478.29      | 4.8 1/4 |
| Chicago & Northwestern.....                 | 760.05      | 388.44       | 1,148.50 | .....         | 130.00   | 1,148.50                                  | 1,016.87     | 131.63      | 4.8 1/4 |
| Chicago, Rock Island & Pacific.....         | 759.30      | 162.20       | 921.50   | 4             | 167.50   | 925.80                                    | 751.50       | 169.20      | 4.8 1/4 |
| Chicago, St. Paul, Minneapolis & Omaha..... | 74.54       | .....        | 74.54    | .....         | 20.90    | 74.54                                     | 56.16        | 18.38       | 4.8 1/4 |
| Crooked Creek.....                          | 9.70        | 13.50        | 23.20    | .....         | 5.00     | 23.20                                     | 16.50        | 6.70        | 4.8 1/4 |
| Des Moines & Fort Dodge.....                | 137.83      | .....        | 137.83   | .....         | 26.90    | 137.83                                    | 90.90        | 46.93       | 4.8 1/4 |
| Humeston & Shenandoah.....                  | 95.45       | .....        | 95.45    | .....         | 8.50     | 95.45                                     | 6.00         | 89.00       | 4.8 1/4 |
| Illinois Central.....                       | .....       | 402.16       | 402.16   | .....         | 127.30   | 402.16                                    | 274.86       | 127.30      | 4.8 1/4 |
| Chicago, St. Paul & Kansas City.....        | 114.27      | .....        | 114.27   | .....         | 14.57    | 114.27                                    | 114.27       | .....       | 4.8 1/4 |
| Minnesota & Northwestern.....               | 226.19      | .....        | 226.19   | .....         | 26.98    | 226.19                                    | 194.15       | 132.04      | 4.8 1/4 |
| Iowa Northern.....                          | 5.93        | .....        | 5.93     | .....         | .50      | 5.93                                      | .....        | 5.93        | 4.8 1/4 |
| Minneapolis & St. Louis.....                | 139.30      | .....        | 139.30   | .....         | 10.87    | 139.30                                    | 44.60        | 94.70       | 4.8 1/4 |
| Ottumwa & Kirksville.....                   | 3.33        | .....        | 3.33     | .....         | 1.76     | 3.33                                      | 1.72         | 1.61        | 4.8 1/4 |
| Prairie du Chien & McGregor.....            | .25         | .....        | .25      | .....         | .....    | .25                                       | .25          | .....       | 4.8 1/4 |
| Sioux City & Pacific.....                   | 80.47       | .....        | 80.47    | .....         | 17.08    | 17.08                                     | 34.00        | 46.47       | 4.8 1/4 |
| Union Pacific.....                          | 4.01        | .....        | 4.01     | 2             | 25.50    | 6.42                                      | 6.42         | .....       | 4.8 1/4 |
| Wabash, St. Louis & Pacific.....            | 225.27      | .....        | 225.27   | .....         | 19.50    | 225.27                                    | 22.00        | 203.27      | 4.8 1/4 |
| Keokuk & Western.....                       | 73.10       | .....        | 73.10    | .....         | 11.10    | 73.10                                     | 16.00        | 56.74       | 4.8 1/4 |
| Centerville, Moravia & Albia.....           | 24.00       | .....        | 24.00    | .....         | 2.00     | 24.00                                     | .....        | 24.00       | 4.8 1/4 |
| Mason City & Fort Dodge.....                | 22.00       | .....        | 22.00    | .....         | .....    | 22.00                                     | 22.00        | .....       | 4.8 1/4 |
| Council Bluffs & St. Louis.....             | 67.00       | .....        | 67.00    | .....         | 13.70    | 67.00                                     | 67.00        | .....       | 4.8 1/4 |
| Charinda & St. Louis.....                   | 11.50       | .....        | 11.50    | .....         | 1.00     | 11.50                                     | .....        | 11.50       | 4.8 1/4 |
| NARROW GAUGE ROADS.                         |             |              |          |               |          |   |              |             |         |
| Burlington & Northwestern.....              | 26.77       | .....        | 26.77    | .....         | 3.48     | 26.77                                     | .....        | 26.77       | 3.0     |
| Burlington & Western.....                   | 70.70       | .....        | 70.70    | .....         | 3.00     | 70.70                                     | .....        | 70.70       | 3.0     |
| Des Moines, Osceola & Southern.....         | 100.00      | .....        | 100.00   | .....         | 3.25     | 100.00                                    | 12.00        | 88.00       | 3.0     |
| Fort Madison & Northwestern.....            | 45.00       | .....        | 45.00    | .....         | 2.50     | 45.00                                     | 3.75         | 41.25       | 3.0     |
| St. Louis, Des Moines & Northern.....       | 38.50       | .....        | 38.50    | .....         | 2.35     | 42.36                                     | 42.36        | .....       | 3.0     |
| Cedar Rapids & Marion Street Railway.....   | 13.00       | .....        | 13.00    | .....         | 1.00     | 13.00                                     | .....        | 13.00       | .....   |
| Total.....                                  | 6,970.76    | 1026.74      | 7,997.50 | 79            | 1,340.53 | 8,017.47                                  | 5,473.52     | 2,657.33    | .....   |



TABLE No. XVI.  
ROAD-BED AND TRACK.

| RAILROADS.                                  | TRACK SECTIONS. |                 |                        | TIES.     | RAILS.                                  |                                   |   |  | FENCING.                  |                            |                            |                                | TELEGRAPH.            |                          |                            |                            |                             |                               |
|---|-----------------|-----------------|------------------------|-----------|---|-----------------------------------|---|--|---------------------------|----------------------------|----------------------------|--------------------------------|-----------------------|--------------------------|----------------------------|----------------------------|-----------------------------|-------------------------------|
|   | Number in Iowa. | Average length. | Number of men in each. |           | Number of new laid during year in Iowa. | Average years ties last in track. | Tons of new steel laid during year in Iowa. | Miles of new rails laid during year in Iowa. | Average years iron lasts. | Average years steel lasts. | How many miles of fencing. | Total cost of fencing in Iowa. | Average cost per rod. | Miles built during year. | Miles need to fence track. | Number of offices in Iowa. | Miles owned by Railroad Co. | Miles owned by Western Union. |
| Burlington, Cedar Rapids & Northern.....    | 144             | 6.              | 4.5                    | 253,003   | 6                                       | 3,217                             | 84.12                                       | 4  | 11                        | 66                         | \$ 209,814.20              | .50                            | 23                    | 411                      | 115                        | .....                      | 1,009                       |                               |
| Central Iowa.....                           | 59              | 7.              | 4.                     | 73,414    | 7                                       | 500                               | 5.00  | 6  | 14                        | 378                        | 66,616.00                  | .55                            | 1                     | 222                      | 66                         | .....                      | 420                         |                               |
| Chicago, Burlington & Quincy.....           | 167             | 5.              | 5.                     | 213,071   | 9                                       | 8,334                             | 92.58                                       | .....  | 8                         | 1,066                      | 341,123.20                 | 1.00                           | 59                    | 188                      | 120                        | 838                        | .....                       |                               |
| Chicago, Burlington & Kansas City.....      | 13              | 6.              | 3.                     | 25,226    | .....                                   | .....                             | .....                                       | .....  | 12                        | 137                        | .....                      | .47                            | 23                    | .....                    | 18                         | 110                        | .....                       |                               |
| Kansas, City, St. Jo & Council Bluffs.....  | 10              | 5.              | 5.                     | 7,500     | 8                                       | .....                             | .....                                       | .....  | 10                        | 15                         | 56                         | 41,311.64                      | 1.11                  | 13                       | .....                      | 11                         | 58                          |                               |
| St. Louis, Keokuk & Northwestern.....       | 8               | 6.2             | 4.                     | 9,000     | 8                                       | .....                             | .....                                       | .....  | 10                        | 12                         | 45                         | .....                          | .....                 | 8                        | .....                      | 7                          | 52                          |                               |
| Chicago, Iowa & Dakota.....                 | 5               | 5.              | 5.                     | .....     | .....                                   | 15                                | .....                                       | .....  | .....                     | .....                      | 30                         | 3,800.40                       | .40                   | 2                        | 20                         | 6                          | 26                          |                               |
| Chicago, Milwaukee & St. Paul.....          | 255             | 6.              | 5.                     | 813,141   | 7                                       | 15,636                            | 135.49                                      | 5  | 10                        | 2,130                      | 447,124.48                 | .77                            | 317                   | 528                      | 224                        | 481                        | 1,017                       |                               |
| Chicago & Northwestern.....                 | 200             | 6.              | 5.5                    | 244,970   | .....                                   | 3,619                             | 35.00                                       | .....  | .....                     | 1,071                      | .....                      | .77                            | 107                   | 144                      | 167                        | 1,148                      | 1,148                       |                               |
| Chicago, Rock Island & Pacific.....         | 162             | 5.              | 5.                     | 193,932   | 6½                                      | 1,253                             | 10.00                                       | 7  | 125                       | 1,425                      | 547,200.00                 | 1.20                           | 19                    | 305                      | 83                         | .....                      | 922                         |                               |
| Chicago, St. Paul, Minneapolis & Omaha..... | 12              | 7.              | 4.1                    | 29,510    | 6                                       | .....                             | .....                                       | 5  | 12                        | 123                        | 27,596.80                  | .70                            | 1                     | 14                       | 12                         | 75                         | 75                          |                               |
| Crooked Creek.....                          | 3               | 7.5             | 4.                     | 960       | 7                                       | 155                               | 2.00  | 9  | .....                     | .....                      | .....                      | .....                          | .....                 | 46                       | .....                      | .....                      | .....                       |                               |
| Webster City & Southwestern.....            | .....           | .....           | .....                  | 37,800    | .....                                   | 1,060                             | 13.50                                       | .....  | .....                     | .....                      | .....                      | .....                          | .....                 | 27                       | .....                      | .....                      | .....                       |                               |
| Des Moines & Ft. Dodge.....                 | 24              | 6.              | 4.                     | 22,496    | 7                                       | 3                                 | 2.00  | 12   | .....                     | 59                         | 23,951.00                  | 1.15                           | .....                 | 79                       | 24                         | .....                      | 138                         |                               |
| Hampton & Shenandoah.....                   | 18              | 5.3             | 3.5                    | 8,094     | .....                                   | 40                                | .45   | .....  | .....                     | 40                         | 18,699.56                  | .70                            | 1                     | 111                      | 15                         | 96                         | .....                       |                               |
| Illinois Central.....                       | 65              | 6.2             | 5.                     | 85,980    | 7                                       | 1,904                             | 25.00                                       | .....  | .....                     | 396                        | 62,878.96                  | .50                            | 7                     | 409                      | 55                         | .....                      | 402                         |                               |
| Chicago, St. Paul & Kansas City.....        | 24              | 5.9             | 4.                     | .....     | .....                                   | .....                             | 25.00                                       | .....  | .....                     | 98                         | 18,615.75                  | .59                            | .....                 | 91                       | 17                         | 112                        | .....                       |                               |
| Minnesota & Northwestern.....               | 33              | 6.2             | 3.7                    | 21,170    | .....                                   | .....                             | .....                                       | .....  | .....                     | 354                        | 75,308.18                  | .67                            | 268                   | 72                       | 35                         | 206                        | .....                       |                               |
| Iowa Northern.....                          | 1               | 6.              | 3.                     | .....     | .....                                   | .....                             | .....                                       | .....  | .....                     | .....                      | .....                      | .....                          | .....                 | 10                       | 2                          | 6                          | .....                       |                               |
| Minneapolis & St. Louis.....                | 27              | 5.2             | 4.                     | 61,578    | 7                                       | 878                               | 9.70  | 6  | 8                         | 39                         | 10,528.40                  | .85                            | 1                     | 101                      | 16                         | .....                      | 138                         |                               |
| Ottumwa & Kirksville.....                   | 1               | 3.3             | 4.                     | 100       | .....                                   | 49                                | .56   | 4  | .....                     | 2                          | 320.00                     | .50                            | .....                 | 2                        | 1                          | 13                         | .....                       |                               |
| Sioux City & Pacific.....                   | 13              | 6.7             | 6.                     | 13,500    | 7                                       | 689                               | 7.00  | 10   | .....                     | 79                         | 30,905.95                  | .61                            | .....                 | .....                    | 12                         | 80                         | 80                          |                               |
| Union Pacific.....                          | 1               | 4.6             | .....                  | .....     | .....                                   | .....                             | .....                                       | .....  | .....                     | .....                      | .....                      | .....                          | .....                 | .....                    | .....                      | .....                      | .....                       |                               |
| Wabash, St. Louis & Pacific.....            | 22              | 8.              | 3                      | 12,135    | .....                                   | .....                             | .....                                       | .....  | .....                     | 18                         | 18,000.00                  | .34                            | 1                     | 173                      | 25                         | .....                      | 182                         |                               |
| Keokuk & Western.....                       | 13              | 5.6             | 4.5                    | 17,724    | 8                                       | 3                                 | .....                                       | .....  | .....                     | 28                         | 13,320.00                  | .75                            | 4                     | 45                       | 15                         | .....                      | 73                          |                               |
| Centerville, Moravia & Albia.....           | 2               | 12.             | 4.                     | .....     | 8                                       | .....                             | .....                                       | .....  | .....                     | 6                          | 1,440.00                   | .75                            | .....                 | 18                       | 3                          | .....                      | 24                          |                               |
| Mason City & Fort Dodge.....                | 14              | 6.8             | 3.3                    | 9,870     | 8                                       | .....                             | .....                                       | .....  | .....                     | 67                         | .....                      | .....                          | .....                 | 82                       | 9                          | .....                      | 82                          |                               |
| Council Bluffs & St. Louis.....             | 12              | 5.3             | 3.                     | 9,570     | 8                                       | .....                             | .....                                       | .....  | .....                     | 67                         | .....                      | .....                          | .....                 | 13                       | .....                      | .....                      | 67                          |                               |
| Clarinda & St. Louis.....                   | 1               | 11.5            | 3.                     | .....     | .....                                   | .....                             | .....                                       | .....  | .....                     | 10                         | .....                      | .....                          | .....                 | .....                    | .....                      | .....                      | .....                       |                               |
| NARROW GAUGE ROADS.                         |                 |                 |                        |           |   |                                   |   |  |                           |                            |                            |                                |                       |                          |                            |                            |                             |                               |
| Burlington & Northwestern.....              | 7               | 6.7             | 2.                     | 6,514     | 8                                       | .....                             | .....                                       | 9  | .....                     | 19                         | 3,370.40                   | .30                            | 4                     | 35                       | 6                          | .....                      | 38                          |                               |
| Burlington & Western.....                   | 10              | 7.              | 2.                     | 1,867     | .....                                   | .....                             | .....                                       | .....  | .....                     | 14                         | 4,931.78                   | .55                            | 2                     | 56                       | 18                         | .....                      | 70                          |                               |
| Des Moines, Osceola & Southern.....         | 16              | 6.2             | 4.                     | 15,925    | .....                                   | .....                             | .....                                       | .....  | .....                     | 18                         | 2,860.00                   | .50                            | 4                     | 179                      | 14                         | 100                        | .....                       |                               |
| Fort Madison & Northwestern.....            | 6               | 7.5             | 4.                     | 9,266     | .....                                   | .....                             | .....                                       | .....  | .....                     | 6                          | 828.00                     | .45                            | 2                     | 30                       | .....                      | .....                      | .....                       |                               |
| St. Louis, Des Moines & Northern.....       | 6               | 7.              | 3.                     | 1,624     | .....                                   | .....                             | .....                                       | .....  | .....                     | 2                          | 5.12                       | .80                            | .....                 | 40                       | 8                          | 42                         | .....                       |                               |
| Cedar Rapids & Marion Street Railway.....   | 2               | 7.6             | 5.                     | 2,500     | .....                                   | .....                             | .....                                       | .....  | .....                     | .....                      | .....                      | .....                          | .....                 | .....                    | .....                      | .....                      | .....                       |                               |
| Total.....                                  | 1,354           | 229.9           | 131.9                  | 2,192,800 | 117½                                    | 36,764                            | 394.26                                      | 117  | 114                       | 7,778                      | 1,992,147.82               | 16.76                          | 867                   | 3,447                    | 1,111                      | 3,359                      | 5,975                       |                               |



TABLE No. XVII.  
MILEAGE TRAFFIC.

| RAILROADS.                         | PASSENGER TRAINS. |                      |                         | FREIGHT TRAINS. |                      |                         | Switching trains, miles run. | Construction and other trains, miles run. | Total train mileage. | Number of passengers carried. | Number of passengers carried one mile. | Average distance traveled. | Average amount paid by each passenger. | PASSENGER FARE PER MILE. |                |                 | SPEED OF TRAINS IN IOWA. |          |
|------------------------------------|-------------------|----------------------|-------------------------|-----------------|----------------------|-------------------------|------------------------------|---|----------------------|-------------------------------|--|----------------------------|--|--------------------------|----------------|-----------------|--------------------------|----------|
|                                    | Miles run by.     | Average number cars. | Average weight in tons. | Miles run by.   | Average number cars. | Average weight in tons. |                              |   |                      |                               |  |                            |  | Highest, cents.          | Lowest, cents. | Average, cents. | Passenger.               | Freight. |
| Burlington, Cedar Rapids & N...    | 1,052,141         | 3.50                 | 75                      | 1,771,179       | 16.50                | 175                     | 316,759                      | 115,697                                   | 3,255,776            | 551,503                       | 27,102,076                             | 49.14                      | 1.23                                   | 3.50                     | 1.50           | 2.51            | 25                       | 12       |
| Central Iowa .....                 | 290,103           | 3.11                 | 63                      | 500,106         | 13.24                | 126                     | 121,362                      | 30,882                                    | 1,002,453            | 160,018                       | 4,284,801                              | 26.78                      | .79                                    | 3.50                     | 2.00           | 2.89            | 30                       | 12       |
| Chicago, Burlington & Quincy ..... | 235,132           | 3.41                 | 70                      | 405,012         | 15.09                | 135                     | 77,725                       | 27,806                                    | 744,795              | 151,626                       | 4,824,254                              | 31.82                      | .82                                    | 3.50                     | 2.00           | 2.59            | 30                       | 12       |
| Chicago, Burlington & Kan. C.      | 1,371,159         | 4.09                 | 165                     | 3,629,816       | 20.90                | 259                     | 104,770                      | 6,105,745                                 | 1,253,571            | 119,078                       | .....                                  | .....                      | 3.00                                   | .....                    | .....          | 25              | 13                       |          |
| Kansas City, St. Jo & O. Bluffs.   | 139,030           | 2.00                 | 74                      | 222,307         | 14.00                | 178                     | .....                        | 4,034                                     | 365,371              | .....                         | .....                                  | .....                      | .62                                    | 3.00                     | .....          | 25              | 10                       |          |
| St. Louis, Keokuk & North'w...     | 639,668           | 3.70                 | 115                     | 542,201         | 18.50                | 214                     | 405,798                      | 70,658                                    | 1,654,825            | 402,978                       | 18,908,061                             | 45.17                      | 1.37                                   | 3.00                     | 2.00           | 2.96            | 24                       | 11       |
| St. Louis, Keokuk & North'w...     | 191,037           | 3.78                 | 88                      | 232,114         | 26.00                | 260                     | .....                        | 7,015                                     | 430,166              | 199,309                       | .....                                  | .....                      | 3.00                                   | .....                    | .....          | .....           | .....                    |          |
| Chicago, Iowa & Dakota.....        | .....             | .....                | .....                   | 29,400          | .....                | .....                   | 405,798                      | 70,658                                    | 29,400               | 14,459                        | 156,679                                | 10.83                      | .34                                    | 4.00                     | 3.30           | 3.86            | 20                       | 20       |
| Chicago, Milwaukee & St. Paul..    | 6,578,959         | 4.00                 | 108                     | 10,407,959      | 16.00                | 176                     | 4,209,525                    | 1,251,521                                 | 22,447,964           | 5,683,949                     | 222,067,541                            | 39.00                      | .98                                    | 3.00                     | 1.12           | 2.51            | 21                       | 12       |
| Chicago & Northwestern.....        | 6,363,525         | 4.42                 | 110                     | 12,782,776      | 20.03                | 222                     | 5,512,362                    | 981,164                                   | 25,639,827           | 9,799,138                     | 254,581,149                            | 26.83                      | .80                                    | 4.00                     | 1.00           | 2.29            | 25                       | 12       |
| Chicago, Rock Island & Pacific..   | 2,774,315         | 6.00                 | 180                     | 6,033,898       | 21.00                | 220                     | 1,862,875                    | 688,785                                   | 11,359,853           | 3,554,552                     | 133,667,980                            | 38.00                      | .88                                    | 3.00                     | 1.00           | 2.34            | 25                       | 15       |
| Chicago, St. Paul, Minn. & O....   | 1,789,798         | 4.77                 | 123                     | 2,634,598       | 19.22                | 219                     | 1,177,244                    | 493,312                                   | 6,094,950            | 1,238,086                     | 59,891,921                             | 48.30                      | 1.25                                   | 4.00                     | 1.00           | 2.59            | 22                       | 10       |
| Des Moines & Fort Dodge.....       | 163,957           | 3.00                 | 71                      | 164,133         | 18.00                | 210                     | .....                        | 338,110                                   | .....                | 113,100                       | 3,382,450                              | 29.90                      | .77                                    | 3.00                     | 1.00           | 2.57            | 23                       | 12       |
| Humeston & Shenandoah.....         | 71,941            | 2.00                 | 70                      | 85,002          | 10.80                | 140                     | 2,713                        | 159,650                                   | 33,390               | .....                         | 902,750                                | 27.00                      | .72                                    | 3.00                     | 1.50           | 2.40            | 21                       | 9        |
| Illinois Central.....              | 571,574           | 4.74                 | 155                     | 858,793         | 13.25                | 214                     | 200,366                      | 60,788                                    | 1,691,522            | 323,262                       | 15,308,333                             | 47.38                      | 1.40                                   | 4.00                     | 1.00           | 2.85            | 22                       | 11       |
| Chicago, St. Paul & Kansas City.   | 116,530           | .....                | .....                   | 132,964         | .....                | .....                   | .....                        | 249,494                                   | .....                | .....                         | .....                                  | .....                      | .....                                  | .....                    | .....          | .....           | 23                       | 12       |
| Minnesota & Northwestern.....      | 387,289           | .....                | .....                   | 492,059         | .....                | .....                   | .....                        | .....                                     | .....                | 585,580                       | 5,903,160                              | 11.00                      | .31                                    | .....                    | 2.08           | 30              | 10                       |          |
| Iowa Northern.....                 | .....             | .....                | .....                   | 17,110          | 6.00                 | 85                      | .....                        | .....                                     | 17,010               | 12,660                        | 54,438                                 | 4.30                       | .15                                    | 3.50                     | 3.50           | 3.50            | 8                        | 8        |
| Minneapolis & St. Louis.....       | 455,224           | 3.00                 | 72                      | 770,056         | 11.00                | 143                     | .....                        | 17,894                                    | 1,243,574            | 373,972                       | 13,463,001                             | 38.00                      | .83                                    | 4.00                     | 1.00           | 2.28            | 20                       | 12       |
| Ottumwa & Kirksville.....          | .....             | .....                | .....                   | 17,000          | 27.00                | .....                   | .....                        | .....                                     | 17,000               | 12,213                        | 134,343                                | 11.00                      | .28                                    | 3.00                     | .....          | 2.30            | .....                    | 12       |
| Sioux City & Pacific.....          | 128,624           | 5.00                 | 90                      | 122,394         | 19.00                | 191                     | .....                        | 4,303                                     | 255,411              | 194,140                       | 7,904,039                              | 40.00                      | 1.13                                   | 3.00                     | 1.50           | 2.02            | 30                       | 10       |
| Wabash, St. Louis & Pacific.....   | 2,499,609         | 4.70                 | 80                      | 3,848,256       | 23.00                | 250                     | 1,538,985                    | 251,420                                   | 8,137,952            | 1,799,031                     | 90,958,536                             | 50.60                      | 1.03                                   | 3.00                     | .....          | 2.04            | 30                       | 12       |
| Keokuk & Western.....              | 114,555           | 3.00                 | 100                     | 163,493         | 16.00                | 230                     | 85,999                       | 54,339                                    | 105,662              | 105,062                       | 2,493,523                              | 25.00                      | .56                                    | 3.00                     | .....          | 2.38            | 23                       | 15       |
| Centerville, Moravia & Albia.....  | .....             | .....                | .....                   | .....           | 3.00                 | .....                   | .....                        | 28,334                                    | .....                | .....                         | .....                                  | .....                      | .....                                  | .....                    | .....          | .....           | .....                    | 15       |
| Mason City & Fort Dodge.....       | .....             | .....                | .....                   | 38,740          | .....                | .....                   | .....                        | 38,740                                    | 9,678                | .....                         | 191,578                                | 20.00                      | .62                                    | 4.00                     | 1.00           | 3.12            | 30                       | 30       |
| Council Bluffs & St. Louis.....    | 105,860           | 5.00                 | .....                   | 228,291         | 30.00                | 160                     | 82,125                       | 3,550                                     | 418,916              | 74,281                        | 3,771,610                              | 50.77                      | 1.35                                   | 3.00                     | 0.69           | 3.69            | 25                       | 12       |
| Clinton & St. Louis.....           | .....             | .....                | .....                   | 36,234          | 30.00                | .....                   | .....                        | 798                                       | 37,032               | 6,966                         | 112,577                                | 19.00                      | .44                                    | 5.00                     | 1.50           | 2.77            | .....                    | 14       |
| NARROW GAUGE ROADS.                |                   |                      |                         |                 |                      |                         |                              |   |                      |                               |  |                            |  |                          |                |                 |                          |          |
| Burlington & Northwestern.....     | .....             | .....                | .....                   | 22,314          | 7.00                 | 65                      | 15,520                       | 820                                       | .....                | .....                         | .....                                  | .....                      | .....                                  | 3.00                     | 1.50           | .....           | 18                       | 10       |
| Burlington & Western.....          | 88,211            | 3.05                 | 30                      | 63,769          | 9.00                 | 81                      | .....                        | 11,071                                    | 33,568               | 25,020                        | 594,987                                | 23.78                      | .79                                    | 3.50                     | 1.72           | 3.35            | 16                       | 10       |
| Des Moines, Osceola & Southern.    | 81,610            | 2.00                 | 40                      | 60,837          | 7.00                 | 70                      | .....                        | .....                                     | .....                | 6,261                         | 176,545                                | 28.50                      | .85                                    | 4.00                     | 2.00           | 3.00            | 11                       | 11       |
| Fort Madison & Northwestern.....   | .....             | .....                | .....                   | 24,864          | 6.00                 | 59                      | .....                        | 4,214                                     | 54,320               | 25,684                        | 414,316                                | 16.13                      | .51                                    | 4.00                     | 2.00           | 3.00            | 21                       | 12       |
| St. Louis, Des Moines & North'n.   | 25,242            | 2.00                 | 33                      | .....           | .....                | .....                   | .....                        | .....                                     | .....                | .....                         | .....                                  | .....                      | .....                                  | .....                    | .....          | .....           | .....                    | .....    |
| Cedar Rapids & Marion St. R'y..    | .....             | .....                | .....                   | .....           | .....                | .....                   | .....                        | .....                                     | .....                | .....                         | .....                                  | .....                      | .....                                  | .....                    | .....          | .....           | .....                    | .....    |
| Total .....                        | 26,195,101        | 3.64                 | 90                      | 46,492,787      | 11.19                | 170                     | 15,119,607                   | 4,309,455                                 | 90,924,960           | 26,796,907                    | 870,845,146                            | 30.11                      | .87                                    | 3.30                     | 1.58           | 2.68            | 23                       | 125      |



TABLE No. XVIII.

## FREIGHT TRAFFIC AND CAR MILEAGE.

| RAILROADS.                           | No. of tons of local freight carried. | Total tons of freight carried. | Total tons of freight carried one mile. | No. of miles run by loaded cars east and south. | No. of miles run by loaded cars west and north. | No. of miles run by empty cars east and south. | No. of miles run by empty cars west and north. | Total freight car mileage. | Percentage of empty cars hauled east and south. | Percentage of empty cars hauled west and north. | FREIGHT PER TON PER MILE. |                  |  |  | Percentage of freight originating at and en route to stations in Iowa, to total freight in Iowa. |
|--------------------------------------|---------------------------------------|--------------------------------|---|---|---|--|--|----------------------------|---|---|---------------------------|------------------|--|--|--|
|                                      |                                       |                                |   |   |   |  |  |                            |   |   | Average for local.        | Average for all. | Average cost per ton mile to move freight. | Average cost per ton mile to move freight. |  |
| Burlington, Cedar Rapids & N....     | 588,936                               | 1,892,190                      | 202,463,574                             | 7,674,699                                       | 12,117,990                                      | 5,219,681                                      | 2,234,923                                      | 27,347,293                 | 19.15   | 8.20  | 1.51                      | 1.10             | 0.17                                       | 0.17                                       | 26.30  |
| Central Iowa .....                   | 347,367                               | 462,254                        | 51,705,457                              | 1,229,817                                       | 3,249,030                                       | 2,441,016                                      | 497,107  | 7,416,970                  | 66.50   | 13.00   | 1.09                      | 1.12             | 1.05                                       | 1.05                                       | 53.29  |
| Chicago, Burlington & Quincy .....   | 287,999                               | 362,769                        | 42,193,818                              | 978,916   | 2,735,777                                       | 2,038,736                                      | 357,923  | 6,111,347                  | 67.50   | 11.50   | .08                       | .99              | .94  | .94  | 63.30  |
| Chicago, Burlington & Kansas C ..... | 1,464,701                             | 2,890,360                      | 603,124,198                             | 25,203,867                                      | 34,586,287                                      | 11,356,085                                     | 4,660,098                                      | 75,816,337                 | 31.06   | 11.81   | .....                     | .....            | .....                                      | .....                                      | 13.80  |
| Kansas City, St. Jo Council B. ....  | 32,894                                | 183,650                        | .....                                   | 5,806,555                                       | 4,057,661                                       | 994,250  | 1,557,639                                      | 10,416,183                 | 26.00   | 27.00   | 4.80                      | 2.07             | .....                                      | .....                                      | 38.50  |
| St. Louis, Keokuk & N. W. ....       | 230,767                               | 911,888                        | .....                                   | .....   | .....   | .....  | .....  | .....                      | .....   | .....   | .....                     | .....            | .....                                      | .....                                      | .....  |
| Chicago, Iowa & Dakota .....         | 90,572                                | 451,319                        | .....                                   | .....   | .....   | .....  | .....  | .....                      | .....   | .....   | .....                     | .....            | .....                                      | .....                                      | .....  |
| Chicago, Milwaukee & St. Paul ..     | 3,564                                 | 12,089                         | 155,294                                 | 23,451  | 22,388  | 2,125  | 3,188  | 51,102                     | 8.31  | 12.46   | 7.40                      | 15.00            | .....                                      | .....                                      | 100.00   |
| Chicago & Northwestern .....         | 6,683,305                             | 7,344,190                      | 1,585,473,568                           | 79,559,038                                      | 88,848,830                                      | 35,285,922                                     | 25,537,819                                     | 229,231,609                | 31.00   | 22.00   | 1.17                      | 1.14             | .....                                      | .....                                      | .....  |
| Chicago & Rock Island & Pacific ..   | 7,463,480                             | 9,844,534                      | 1,763,628,377                           | 94,096,894                                      | 96,836,247                                      | 33,274,313                                     | 31,773,144                                     | 255,980,598                | 26.12   | 24.70   | 1.27                      | 1.10             | .....                                      | .....                                      | 24.36  |
| Chicago, St. Paul, Minn. & O. ....   | 1,621,688                             | 3,827,534                      | 797,275,114                             | 34,170,818                                      | 46,361,497                                      | 17,865,567                                     | 7,458,075                                      | 105,855,957                | 34.33   | 13.81   | 1.39                      | 1.01             | .....                                      | .....                                      | 20.80  |
| Crooked Creek .....                  | 1,218,904                             | 2,342,084                      | 394,271,247                             | 16,247,841                                      | 23,221,398                                      | 9,062,738                                      | 2,400,747                                      | 50,932,714                 | 36.00   | 9.00  | 1.33                      | 1.18             | 0.77                                       | 0.77                                       | .....  |
| Des Moines & Fort Dodge .....        | .....                                 | 45,827                         | .....                                   | .....   | .....   | .....  | .....  | .....                      | .....   | .....   | .....                     | .....            | .....                                      | .....                                      | .....  |
| Humeston & Shenandoah .....          | 120,243                               | 250,500                        | 14,870,022                              | 362,900   | 791,924   | 525,876  | 264,164  | 2,134,884                  | 48.00   | 24.00   | 1.06                      | 1.30             | .....                                      | .....                                      | 75.00  |
| Illinois Central .....               | 98,568                                | .....                          | 7,637,181                               | 171,112   | 473,818   | 323,499  | 54,083   | 1,022,512                  | 65.40   | 10.20   | 1.59                      | .....            | 1.24                                       | .....                                      | .....  |
| Chicago, St. Paul & Kansas City ..   | 245,237                               | 712,798                        | 90,242,500                              | 5,789,775                                       | 4,367,725                                       | 1,241,605                                      | 2,520,835                                      | 13,919,940                 | 8.80  | 18.10   | 1.56                      | 1.30             | .....                                      | .....                                      | 28.00  |
| Minnesota & Northwestern .....       | 94,951                                | 201,446                        | 10,824,495                              | 275,588   | 402,542   | 231,612  | 96,260   | 1,010,002                  | 45.48   | 19.62   | 1.69                      | 1.97             | .....                                      | .....                                      | 21.00  |
| Iowa Northern .....                  | 142,175                               | 426,128                        | 60,339,743                              | 1,017,919                                       | 727,089   | 193,228  | 386,456  | 2,324,692                  | 17.70   | 46.30   | 1.92                      | 0.97             | 0.45                                       | 0.45                                       | .....  |
| Minneapolis & St. Louis .....        | 45,232                                | 45,232                         | 180,928                                 | 13,912  | .....   | .....  | 13,912   | 27,824                     | .....   | 100.00  | 6.25                      | 6.25             | 4.00                                       | 4.00                                       | .....  |
| Ottumwa & Kirksville .....           | .....                                 | 1,042,671                      | 100,770,623                             | 3,619,649                                       | 5,292,308                                       | 2,701,389                                      | 1,037,961                                      | 12,651,307                 | 42.74   | 16.20   | .....                     | 1.30             | .....                                      | .....                                      | 17.00  |
| St. Louis, Keokuk & N. W. ....       | .....                                 | 233,458                        | 2,801,496                               | .....   | .....   | .....  | .....  | .....                      | .....   | .....   | .....                     | .....            | .....                                      | .....                                      | 100.00   |
| St. Louis, Keokuk & N. W. ....       | 66,267                                | 298,855                        | 17,344,054                              | 792,236   | 665,439   | 411,821  | 334,896  | 2,244,092                  | 34.19   | 33.48   | 1.60                      | 1.67             | .....                                      | .....                                      | 4.15   |
| Union Pacific .....                  | .....                                 | 1,183,511                      | .....                                   | .....   | .....   | .....  | .....  | .....                      | .....   | .....   | .....                     | .....            | .....                                      | .....                                      | .....  |
| Wabash, St. Louis & Pacific .....    | 1,292,491                             | 3,920,493                      | 718,111,830                             | 32,567,695                                      | 32,567,695                                      | 11,751,139                                     | 11,751,140                                     | 88,637,609                 | 26.50   | 26.50   | 1.33                      | 0.84             | 0.57                                       | 0.57                                       | .....  |
| Keokuk & Western .....               | 134,532                               | 181,524                        | .....                                   | 390,352   | 585,528   | 308,911  | 312,368  | 1,408,160                  | 35.00   | 35.00   | .....                     | .....            | .....                                      | .....                                      | .....  |
| Centerville, Moravia & Albia .....   | 2,552                                 | 6,396                          | .....                                   | 17,280  | 11,520  | 5,760  | 8,640  | 43,200                     | 25.00   | 43.00   | .....                     | .....            | .....                                      | .....                                      | .....  |
| Mason City & Fort Dodge .....        | 18,903                                | 33,953                         | 67,906,534                              | 77,480  | 116,320   | 116,320  | 77,480   | 387,400                    | .....   | .....   | .....                     | .....            | .....                                      | .....                                      | .....  |
| Council Bluffs & St. Louis .....     | 63,130                                | 304,647                        | 33,399,644                              | 1,396,343                                       | 1,387,034                                       | 732,324  | 700,433  | 4,216,754                  | 34.57   | 33.54   | 1.77                      | 0.98             | .65  | .65  | 8.30   |
| Clarinda & St. Louis .....           | 391                                   | 5,508                          | 85,710                                  | 6,818   | 5,693   | 3,435  | 8,431  | 19,297                     | 33.63   | 38.92   | 8.20                      | 5.98             | .40  | .40  | 5.90   |
| NARROW GAUGE ROADS.                  |                                       |                                |   |   |   |  |  |                            |   |   |                           |                  |  |  |  |
| Burlington & Northwestern .....      | .....                                 | .....                          | .....                                   | 25,377  | 16,918  | 6,843  | 10,266   | 59,464                     | 21.27   | 34.70   | .....                     | .....            | .....                                      | .....                                      | .....  |
| Burlington & Western .....           | .....                                 | .....                          | .....                                   | 209,256   | 139,524   | 48,415   | 72,624   | 469,709                    | 18.80   | 31.25   | .....                     | .....            | .....                                      | .....                                      | .....  |
| Des Moines, Oacola & Southern ..     | .....                                 | 30,908                         | .....                                   | .....   | .....   | .....  | .....  | .....                      | .....   | .....   | .....                     | .....            | .....                                      | .....                                      | .....  |
| St. Madison & Northwestern .....     | 8,060                                 | 11,951                         | 398,416                                 | .....   | .....   | .....  | .....  | .....                      | .....   | .....   | .....                     | .....            | .....                                      | .....                                      | .....  |
| St. Louis, Des Moines & Northern ..  | .....                                 | 24,231                         | 889,644                                 | .....   | .....   | .....  | .....  | .....                      | .....   | .....   | .....                     | .....            | .....                                      | .....                                      | .....  |
| Total .....                          | 22,361,433                            | 29,582,161                     | 6,505,196,602                           | 309,927,651                                     | 359,598,532                                     | 136,042,211                                    | 94,118,632                                     | 900,135,140                | 33.50   | 26.06   | 2.08                      | 2.06             | 0.945                                      | 0.945                                      | 37.54  |



TABLE No. XIX.

## EQUIPMENT.

| RAILROADS.                              | LOCOMOTIVES.  |                 |                 |                            |                 |                            |                              |                   | CARS.       |            |             |             |                                |        |          |        | STATIONS. |                 | EMPLOYEES.      |               | AMOUNT PAID EMPLOYEES DURING YEAR. |  |
|---|---------------|-----------------|-----------------|----------------------------|-----------------|----------------------------|------------------------------|-------------------|-------------|------------|-------------|-------------|--------------------------------|--------|----------|--------|-----------|-----------------|-----------------|---------------|------------------------------------|--|
|   | Total number. | Maximum weight. | Average weight. | Equipped with train brake. | Passenger cars. | Baggage, mail and express. | Parlor, dining and sleeping. | Box freight cars. | Stock cars. | Coal cars. | Other cars. | Total cars. | Freight cars with train brake. | Total. | In Iowa. | Total. | In Iowa.  | Total.          | In Iowa.        |               |                                    |  |
| Burlington, Cedar Rapids & N.....       | 105           | 70              | 54              | 31                         | 35              | 15                         | 16                           | 3,008             | 120         | 732        | 65          | 3,991       | 38                             | 149    | 126      | 2,340  | 2,094     | \$ 1,341,941.25 | \$ 1,126,053.65 |               |                                    |  |
| Central Iowa.....                       | 67            | 60              | 40              | 25                         | 19              | 15                         | ....                         | 605               | 54          | 865        | ....        | 1,578       | 31                             | 98     | 78       | 1,247  | 1,092     | 370,494.41      | 647,877.37      |               |                                    |  |
| Chicago, Burlington & Quincy.....       | 463           | 81              | 65              | 450                        | 80              | 31                         | 15                           | 5,280             | 1,076       | 1,371      | 521         | 8,351       | 779                            | 307    | 129      | 12,874 | 5,355     | 7,239,684.02    | 2,950,501.80    |               |                                    |  |
| Chicago, Burlington & K. O.....         | 11            | 64              | 60              | 2                          | 3               | 3                          | ....                         | 50                | ....        | 170        | 7           | 233         | 6                              | 36     | 18       | 350    | 250       | 136,521.51      | 99,000.00       |               |                                    |  |
| Kansas City, St. Jo. & C. B.....        | 41            | 47              | 44              | 18                         | 23              | 11                         | 6                            | 772               | 22          | 162        | 26          | 1,022       | 40                             | 53     | 11       | 1,700  | 95        | 762,988.86      | 75,000.00       |               |                                    |  |
| St. Louis, Keokuk & N. W.....           | 10            | ....            | ....            | ....                       | 10              | 6                          | ....                         | 280               | 103         | 90         | 12          | 501         | ....                           | 42     | 11       | 600    | 280       | 271,670.35      | 65,777.00       |               |                                    |  |
| Chicago, Iowa & Dakota.....             | 2             | 35              | 35              | 2                          | 1               | ....                       | ....                         | 2                 | ....        | 10         | 2           | 15          | 6                              | 6      | 6        | 35     | 35        | 12,668.48       | 12,668.48       |               |                                    |  |
| Chicago, Milwaukee & St. Paul.....      | 731           | 63              | 39              | 246                        | 327             | 227                        | 72                           | 14,225            | 2,365       | 4,613      | 469         | 22,270      | 150                            | 968    | 272      | 20,193 | 4,594     | 11,842,734.72   | 2,593,198.97    |               |                                    |  |
| Chicago & Northwestern.....             | 735           | 75              | 50              | 446                        | 296             | 138                        | 20                           | 12,566            | 1,914       | 3,047      | 4,835       | 23,416      | 702                            | 484    | 185      | 16,915 | 4,210     | 10,286,525.12   | 2,409,447.36    |               |                                    |  |
| Chicago, Rock Island & Pacific.....     | 380           | 53              | 48              | 29                         | 149             | 56                         | 36                           | 4,605             | 1,237       | 1,844      | 951         | 8,878       | 330                            | 186    | 143      | 8,527  | 5,116     | 367,738.60      | 2,647,717.92    |               |                                    |  |
| Chicago, St. Paul, Minneapolis & O..... | 199           | 77              | 54              | 114                        | 86              | 47                         | 8                            | 4,403             | 410         | 1,696      | 15          | 6,665       | 141                            | 224    | 14       | 5,396  | 437       | 2,714,424.73    | 219,868.40      |               |                                    |  |
| Crooked Creek.....                      | 2             | 30              | 25              | 2                          | ....            | 1                          | ....                         | ....              | ....        | 10         | 2           | 13          | ....                           | 2      | 2        | 10     | 10        | 7,207.00        | 7,207.00        |               |                                    |  |
| Des Moines & Fort Dodge.....            | 13            | 40              | 30              | 6                          | 8               | 4                          | ....                         | 62                | 20          | 187        | 72          | 353         | 10                             | 24     | 24       | 300    | 300       | 176,133.63      | 176,133.63      |               |                                    |  |
| Humeston & Shenandoah.....              | 18            | 38              | 36              | 7                          | 2               | 2                          | ....                         | 12                | 16          | 40         | 8           | 80          | 4                              | 17     | 17       | 144    | 144       | 85,677.86       | 85,677.86       |               |                                    |  |
| Illinois Central.....                   | 67            | 67              | 55              | 20                         | 24              | 14                         | ....                         | 509               | 190         | 210        | 100         | 1,187       | 38                             | 397    | 61       | 9,284  | 1,145     | 5,207,291.57    | 623,045.52      |               |                                    |  |
| Chicago, St. Paul & Kansas C.....       | 10            | 60              | 40              | 5                          | 7               | 2                          | ....                         | 65                | 10          | 274        | 3           | 361         | 9                              | 17     | 17       | 228    | 228       | 136,257.08      | 136,257.08      |               |                                    |  |
| Minnesota & Northwestern.....           | 44            | 30              | 20              | 19                         | 21              | 8                          | 8                            | 1,300             | 120         | 321        | 118         | 2,001       | 39                             | 65     | 34       | 1,546  | 966       | 554,716.32      | 218,838.69      |               |                                    |  |
| Iowa Northern.....                      | 1             | 40              | 40              | ....                       | 1               | ....                       | ....                         | ....              | ....        | 3          | ....        | 4           | ....                           | 1      | 1        | 7      | 7         | 4,427.05        | 4,427.05        |               |                                    |  |
| Minneapolis & St. Louis.....            | 67            | 62              | 50              | 22                         | 25              | 6                          | ....                         | 1,257             | 56          | 667        | 39          | 2,050       | 32                             | 69     | 28       | 1,664  | 208       | 827,624.59      | 163,453.00      |               |                                    |  |
| Ottumwa & Kirkville.....                | 1             | ....            | ....            | ....                       | 1               | ....                       | ....                         | ....              | ....        | ....       | ....        | ....        | ....                           | 2      | 2        | 10     | 10        | 6,800.00        | 6,800.00        |               |                                    |  |
| Sioux City & Pacific.....               | 12            | 42              | 40              | 5                          | 8               | 5                          | ....                         | 90                | 20          | 46         | 17          | 186         | 14                             | 16     | 12       | 268    | 227       | 185,595.07      | 163,783.53      |               |                                    |  |
| Union Pacific.....                      | 127           | 81              | 68              | 58                         | 69              | 48                         | 16                           | 4,012             | 940         | 1,198      | 51          | 6,434       | 40                             | 269    | 32       | ....   | 240       | 185,443.20      | 185,443.20      |               |                                    |  |
| Wabash, St. Louis & Pacific.....        | 12            | 49              | 39              | 3                          | 7               | 2                          | ....                         | 383               | 174         | 196        | 9           | 771         | 9                              | 23     | 18       | 250    | 200       | 161,403.47      | 161,403.47      |               |                                    |  |
| Keokuk & Western.....                   | ....          | ....            | ....            | ....                       | ....            | ....                       | ....                         | ....              | ....        | ....       | ....        | ....        | ....                           | 8      | 8        | 24     | 24        | 8,509.28        | 8,509.28        |               |                                    |  |
| Centerville, Moravia & Albion.....      | 5             | 39              | 39              | 1                          | 2               | 2                          | ....                         | 25                | 20          | 80         | 1           | 130         | 2                              | 12     | 12       | 104    | 104       | 29,950.58       | 29,950.58       |               |                                    |  |
| Mason City & Ft. Dodge.....             | ....          | ....            | ....            | ....                       | ....            | ....                       | ....                         | ....              | ....        | ....       | ....        | ....        | ....                           | 30     | 18       | 378    | 172       | 188,577.60      | 88,941.09       |               |                                    |  |
| Council Bluffs & St. Louis.....         | ....          | ....            | ....            | ....                       | ....            | ....                       | ....                         | ....              | ....        | ....       | ....        | ....        | ....                           | 4      | 4        | 11     | 8         | 7,919.50        | 4,184.47        |               |                                    |  |
| Clarinda & St. Louis.....               | ....          | ....            | ....            | ....                       | ....            | ....                       | ....                         | ....              | ....        | ....       | ....        | ....        | ....                           | ....   | ....     | ....   | ....      | ....            | ....            |               |                                    |  |
| NARROW GAUGE ROADS.                     |               |                 |                 |                            |                 |                            |                              |                   |             |            |             |             |                                |        |          |        |           |                 |                 |               |                                    |  |
| Burlington & Northwestern.....          | 2             | 20              | 17              | ....                       | 2               | 1                          | ....                         | 23                | ....        | 8          | 14          | 72          | ....                           | 12     | 12       | 68     | 65        | 25,000.00       | 25,000.00       |               |                                    |  |
| Burlington & Western.....               | 3             | 22              | 22              | ....                       | 2               | 2                          | ....                         | 90                | 20          | 30         | 18          | 162         | ....                           | 23     | 23       | 75     | 75        | 30,000.00       | 30,000.00       |               |                                    |  |
| Des Moines, Osceola & Southern.....     | 7             | 18              | 18              | 2                          | 2               | 1                          | 1                            | 83                | 18          | 40         | 9           | 154         | 2                              | 22     | 20       | 138    | 127       | 64,709.44       | 62,729.44       |               |                                    |  |
| Ft. Madison & Northwestern.....         | 3             | 20              | 15              | ....                       | 1               | ....                       | ....                         | 35                | 7           | 51         | 8           | 105         | 10                             | 15     | 15       | 30     | 30        | 10,152.02       | 10,152.02       |               |                                    |  |
| St. Louis, Des Moines & Northern.....   | 3             | 18              | 17              | 1                          | 3               | 1                          | ....                         | ....              | ....        | ....       | ....        | ....        | ....                           | 13     | 13       | 62     | 62        | 28,153.84       | 28,153.84       |               |                                    |  |
| Cedar Rapids & Marion Street R.....     | 8             | 17              | 10              | 3                          | 16              | 3                          | ....                         | ....              | ....        | ....       | ....        | ....        | ....                           | 8      | 8        | 35     | 35        | 17,465.00       | 17,465.00       |               |                                    |  |
| Total.....                              | 5,194         | 47              | 11-14           | 385                        | 1,517           | 1,229                      | 654                          | 198               | 53,921      | 8,868      | 18,600      | 7,408       | 91,097                         | 2,545  | 3,615    | 1,379  | 84,860    | 29,088          | 43,353,793.01   | 15,146,234.84 |                                    |  |



TABLE No. XX.

## BRIDGES, CATTLE-GUARDS AND CROSSINGS IN IOWA.

| RAILROADS.                                 | TRUSS BRIDGES. |                         |               |                         |         |                         | WOODEN, TRESTLE AND PILE. |                         | IRON TRESTLE. |                         | ARCH CULVERTS.                |                           | BOX CULVERTS. |                      | Bridges built within the year, length in feet. | Number of cattle-guards in Iowa. | CROSSINGS.       |                |           |             |                         |                             |     |     |     |     |  |
|--|----------------|-------------------------|---------------|-------------------------|---------|-------------------------|---------------------------|-------------------------|---------------|-------------------------|-------------------------------|---------------------------|---------------|----------------------|--|----------------------------------|------------------|----------------|-----------|-------------|-------------------------|-----------------------------|-----|-----|-----|-----|--|
|  | WOOD-EN.       |                         | COMBI-NATION. |                         | IRON.   |                         | Number.                   | Aggregate length in ft. | Number.       | Aggregate length in ft. | With 20 feet opening or more. | Less than 20 ft. opening. | Timber.       | Stone.               |  |                                  | Number at grade. | Under or over. | At grade. | Over track. | HIGHWAY.                |                             |     |     |     |     |  |
|  | Number.        | Aggregate length in ft. | Number.       | Aggregate length in ft. | Number. | Aggregate length in ft. |                           |                         |               |                         |                               |                           |               | 20 feet above track. |  |                                  |                  |                |           |             | Not 20 ft. above track. | At which there are flagmen. |     |     |     |     |  |
|  |                |                         |               |                         |         |                         |                           |                         |               |                         |                               |                           |               |                      |  |                                  |                  |                |           |             |                         |                             |     |     |     |     |  |
| Burlington, Cedar Rapids & N. Central Iowa | 38             | 2,571                   | 27            | 6,540                   | 1       | 113                     | 1,150                     | 75,507                  | ...           | ...                     | ...                           | ...                       | 9             | 1,148                | 213  | 865                              | 1,290            | 41             | 4         | 933         | 3                       | 8                           | 3   | ... | 5   |     |  |
| Chicago, Burlington & Quincy               | 23             | 1,956                   | ...           | ...                     | 25      | 5,713                   | 1,017                     | 74,822                  | 5             | 1,528                   | 20                            | 30                        | 873           | 447                  | 264  | 1,614                            | 16               | 1              | 901       | 22          | 16                      | 11                          | ... | 5   | 9   |     |  |
| Chicago, Burlington & K. O.                | 8              | 1,629                   | ...           | ...                     | ...     | ...                     | 145                       | 14,000                  | ...           | ...                     | ...                           | ...                       | 147           | ...                  | ...  | 136                              | 3                | ...            | 61        | ...         | 1                       | ...                         | ... | ... | ... |     |  |
| Kansas City, St. Jo. & C. B.               | ...            | ...                     | ...           | ...                     | 1       | 210                     | 42                        | 4,142                   | ...           | ...                     | ...                           | ...                       | 6             | ...                  | ...  | 78                               | 2                | ...            | 36        | ...         | ...                     | ...                         | ... | ... | ... |     |  |
| St. Louis, Keokuk & N. W.                  | 4              | 596                     | ...           | ...                     | ...     | ...                     | 91                        | 6,725                   | ...           | ...                     | ...                           | ...                       | 104           | 6                    | 63   | 97                               | 2                | ...            | 53        | 3           | 4                       | 2                           | 1   | ... | ... |     |  |
| Chicago, Iowa & Dakota                     | 6              | 1,629                   | 2             | 300                     | ...     | ...                     | 40                        | 740                     | ...           | ...                     | ...                           | ...                       | 41            | 32                   | 8  | 60                               | 1                | 1              | 29        | ...         | ...                     | ...                         | ... | ... | ... |     |  |
| Chicago, Milwaukee & St. P.                | 88             | 10,901                  | 17            | 2,331                   | 11      | 1,897                   | 1,535                     | 231,033                 | ...           | ...                     | ...                           | ...                       | 8             | 1,576                | 197  | 32,797                           | 1,935            | 44             | 13        | 1,529       | 33                      | 23                          | 31  | 2   | 16  |     |  |
| Chicago & Northwestern                     | 1              | 156                     | 11            | 3,814                   | 14      | 3,217                   | 1,594                     | 131,828                 | ...           | ...                     | 18                            | 562                       | 341           | 75                   | ...  | 1,489                            | 47               | 10             | 1,115     | 10          | 30                      | 4                           | 6   | 16  |     |     |  |
| Chicago, Rock Island & P.                  | 16             | 1,903                   | 21            | 4,389                   | 39      | 6,425                   | 1,601                     | 111,269                 | 8             | 1,628                   | 25                            | 183                       | 352           | 222                  | 8,495  | 1,700                            | 33               | 6              | 831       | 28          | 49                      | 73                          | 13  | 24  |     |     |  |
| Chicago, St. Paul, Minn. & O.              | ...            | ...                     | ...           | ...                     | ...     | ...                     | 136                       | 8,250                   | ...           | ...                     | ...                           | ...                       | ...           | 17                   | ...  | 70                               | 4                | ...            | 86        | ...         | ...                     | ...                         | ... | ... | 3   |     |  |
| Crooked Creek                              | 1              | 370                     | ...           | ...                     | ...     | ...                     | 14                        | 650                     | ...           | ...                     | ...                           | ...                       | 4             | ...                  | ...  | 18                               | 2                | ...            | ...       | ...         | ...                     | ...                         | ... | ... | ... |     |  |
| Webster City & Southwestern                | ...            | ...                     | ...           | ...                     | ...     | ...                     | 3                         | 480                     | ...           | ...                     | ...                           | ...                       | 1             | ...                  | ...  | 23                               | ...              | ...            | 10        | ...         | ...                     | ...                         | ... | ... | ... |     |  |
| Des Moines & Fort Dodge                    | 4              | 310                     | ...           | ...                     | ...     | ...                     | 112                       | 6,155                   | ...           | ...                     | ...                           | ...                       | 1             | 237                  | 1  | 161                              | 10               | ...            | 140       | ...         | ...                     | ...                         | ... | ... | ... |     |  |
| Humeston & Shenandoah                      | ...            | ...                     | 6             | 700                     | ...     | ...                     | 161                       | 23,250                  | ...           | ...                     | ...                           | ...                       | 171           | ...                  | ...  | 219                              | 2                | 1              | 102       | 6           | 9                       | 2                           | 4   | ... | ... |     |  |
| Illinois Central                           | 25             | 3,588                   | ...           | ...                     | 1       | 110                     | 610                       | 50,127                  | ...           | ...                     | 1                             | 17                        | 36            | 143                  | ...  | 520                              | 12               | 5              | 433       | 3           | 8                       | 3                           | ... | ... | 5   |     |  |
| Chicago, St. Paul & Kansas C.              | ...            | ...                     | ...           | ...                     | 4       | 1,110                   | 276                       | 27,741                  | 1             | 151                     | ...                           | ...                       | 188           | ...                  | 1,261  | 308                              | 9                | 2              | 163       | 1           | 4                       | 1                           | ... | ... | ... |     |  |
| Minnesota & Northwestern                   | 1              | 840                     | ...           | ...                     | 5       | 614                     | 251                       | 29,196                  | ...           | ...                     | ...                           | ...                       | 443           | 41                   | 1,454  | 462                              | 7                | ...            | 361       | 2           | 6                       | 2                           | ... | ... | ... |     |  |
| Iowa Northern                              | ...            | ...                     | ...           | ...                     | ...     | ...                     | 9                         | 3,112                   | ...           | ...                     | ...                           | ...                       | 6             | ...                  | ...  | 8                                | ...              | ...            | 2         | ...         | ...                     | ...                         | ... | ... | ... |     |  |
| Minneapolis & St. Louis                    | ...            | 163                     | 3             | 360                     | ...     | ...                     | 108                       | 6,949                   | ...           | ...                     | ...                           | ...                       | 176           | 205                  | ...  | 102                              | 4                | 3              | 104       | ...         | ...                     | ...                         | ... | ... | ... |     |  |
| Ottumwa & Kirksville                       | ...            | ...                     | ...           | ...                     | ...     | ...                     | 12                        | 544                     | ...           | ...                     | ...                           | ...                       | 17            | ...                  | ...  | 6                                | ...              | ...            | 8         | ...         | ...                     | ...                         | ... | ... | ... |     |  |
| Prairie du Chien & McGregor                | ...            | ...                     | ...           | ...                     | ...     | ...                     | ...                       | ...                     | ...           | ...                     | ...                           | ...                       | ...           | ...                  | ...  | 182                              | 2                | ...            | 81        | ...         | ...                     | ...                         | ... | ... | ... |     |  |
| Sioux City & Pacific                       | ...            | ...                     | 3             | 340                     | ...     | ...                     | ...                       | 6,058                   | ...           | ...                     | ...                           | ...                       | ...           | ...                  | ...  | ...                              | ...              | ...            | ...       | ...         | ...                     | ...                         | ... | ... | ... |     |  |
| Wabash, St. Louis & Pacific                | ...            | ...                     | ...           | ...                     | ...     | ...                     | 251                       | 23,017                  | ...           | ...                     | ...                           | ...                       | 290           | ...                  | ...  | 432                              | 10               | 1              | 211       | 2           | 2                       | ...                         | ... | ... | ... |     |  |
| Keokuk & Western                           | 1              | 123                     | ...           | ...                     | ...     | ...                     | 81                        | 6,673                   | ...           | ...                     | ...                           | ...                       | 67            | 3                    | ...  | 231                              | 4                | 1              | 83        | ...         | ...                     | ...                         | ... | ... | ... |     |  |
| Centerville, Moravia & Albia               | ...            | ...                     | 1             | 102                     | ...     | ...                     | 10                        | 2,154                   | 1             | 99                      | ...                           | ...                       | 25            | 40                   | ...  | 40                               | 1                | 1              | 16        | ...         | ...                     | ...                         | ... | ... | ... |     |  |
| Mason City & Fort Dodge                    | 2              | 241                     | ...           | ...                     | ...     | ...                     | 162                       | 12,670                  | ...           | ...                     | ...                           | ...                       | 100           | ...                  | ...  | 106                              | 7                | ...            | 88        | ...         | ...                     | ...                         | ... | ... | ... |     |  |
| Council Bluffs & St. Louis                 | 5              | 623                     | ...           | ...                     | ...     | ...                     | ...                       | ...                     | ...           | ...                     | ...                           | ...                       | 39            | ...                  | ...  | 108                              | 3                | 2              | 71        | 1           | 1                       | ...                         | ... | ... | ... |     |  |
| Clarinda & St. Louis                       | 3              | 244                     | ...           | ...                     | ...     | ...                     | 17                        | 1,977                   | ...           | ...                     | ...                           | ...                       | 9             | ...                  | ...  | 10                               | ...              | ...            | 10        | ...         | ...                     | ...                         | ... | ... | ... |     |  |
| NARROW GAUGE ROADS.                        |                |                         |               |                         |         |                         |                           |                         |               |                         |                               |                           |               |                      |  |                                  |                  |                |           |             |                         |                             |     |     |     |     |  |
| Burlington & Northwestern                  | ...            | ...                     | ...           | ...                     | 1       | 90                      | 27                        | 2,322                   | ...           | ...                     | ...                           | ...                       | 3             | 15                   | 58   | 156                              | 1                | ...            | 38        | ...         | 9                       | ...                         | ... | ... | ... | ... |  |
| Burlington & Western                       | ...            | ...                     | ...           | ...                     | 2       | 505                     | 48                        | 7,174                   | ...           | ...                     | ...                           | ...                       | 41            | 38                   | 25   | 280                              | 6                | 2              | 63        | ...         | ...                     | ...                         | ... | ... | ... | ... |  |
| Des Moines, Osceola & South                | ...            | ...                     | ...           | ...                     | ...     | ...                     | 152                       | 11,411                  | ...           | ...                     | ...                           | ...                       | 481           | ...                  | ...  | 394                              | 4                | ...            | 150       | 2           | 2                       | ...                         | ... | ... | ... |     |  |
| Ft. Madison & Northwestern                 | 16             | 3,093                   | ...           | ...                     | ...     | ...                     | 163                       | 2,690                   | ...           | ...                     | ...                           | ...                       | 78            | ...                  | ...  | 150                              | 1                | ...            | 73        | 1           | 7                       | 1                           | ... | ... | ... |     |  |
| St. Louis, Des Moines & N.                 | 1              | 2,056                   | 71            | 8,396                   | ...     | ...                     | ...                       | ...                     | ...           | ...                     | ...                           | ...                       | 102           | ...                  | ...  | 144                              | 1                | 2              | 68        | ...         | ...                     | ...                         | ... | ... | ... |     |  |
| Cedar Rapids & Marion St. R.               | ...            | ...                     | ...           | ...                     | ...     | ...                     | 1                         | 306                     | ...           | ...                     | ...                           | ...                       | ...           | ...                  | ...  | ...                              | ...              | ...            | ...       | ...         | ...                     | ...                         | ... | ... | ... |     |  |
| Total                                      | 249            | 33,223                  | 163           | 27,532                  | 112     | 21,953                  | 11,243                    | 930,608                 | 16            | 3,397                   | 64                            | 862                       | 7,324         | 1,685                | 45,169   | 13,427                           | 301              | 59             | 8,172     | 121         | 186                     | 89                          | 31  | 87  | ... | ... |  |



TABLE No. XXI.  
TONNAGE CLASSIFIED.

| RAILROADS.                | Grain.           | Flour.           | Provisions.    | Animals.         | Other agricultural products. | Lumber and forest products. | Coal.            | Plaster, lime and cement. | Salt.          | Petroleum oil. | Iron, steel and cast-ings. | Stone and brick. | Manufactures.    | Merchandise and other articles not enumerated. | Total.            |
|---------------------------|------------------|------------------|----------------|------------------|------------------------------|-----------------------------|------------------|---------------------------|----------------|----------------|----------------------------|------------------|------------------|--|-------------------|
| Burlington, C. R. & N..   | 257,985          | 94,532           | 49,826         | 141,143          | 125,857                      | 147,129                     | 664,449          | 93,770                    | .....          | 17,141         | 40,024                     | .....            | 55,492           | 210,862  | 1,892,190         |
| Central Iowa .....        | 36,427           | 5,679            | .....          | 25,444           | .....                        | 33,018                      | 290,024          | 784                       | 1,703          | 1,719          | 3,035                      | 4,625            | .....            | 59,796   | 462,254           |
| Chl., Burlington & Q ..   | 39,640           | 5,471            | .....          | 17,819           | .....                        | 21,305                      | 232,977          | 790                       | 3,043          | 1,142          | 1,888                      | 5,720            | .....            | 34,074   | 362,739           |
| K. C., St. Jo. & O. B..   | 1,802,343        | 272,090          | 164,775        | 725,659          | 70,320                       | 1,101,578                   | 1,386,311        | 78,777                    | 123,459        | .....          | 438,430                    | 115,494          | 133,533          | 1,073,813                                      | 7,436,882         |
| Chl., Iowa & Dakota ...   | 191,760          | 13,361           | 11,154         | 138,190          | 1,638                        | 140,727                     | 53,896           | 8,311                     | 9,330          | 1,176          | 3,495                      | 11,190           | 4,180            | 323,686  | 911,888           |
| Chl., Mil. & St. Paul ... | 3,931            | 221              | .....          | 1,725            | 139                          | 1,152                       | 2,097            | 231                       | 275            | 174            | .....                      | .....            | .....            | 2,144  | 12,089            |
| Chl., Mil. & St. Paul ... | 1,577,677        | 577,845          | 88,851         | 343,014          | 279,731                      | 1,346,375                   | 773,778          | 102,786                   | 59,077         | .....          | 231,288                    | 255,073          | 151,858          | 1,506,837                                      | 7,344,190         |
| Chicago & Northw'n ...    | 1,280,184        | 218,216          | 102,450        | 418,098          | 333,658                      | 1,170,657                   | 1,489,059        | 91,196                    | 56,377         | 73,281         | 494,856                    | 254,146          | 385,769          | 3,476,589                                      | 9,844,534         |
| Chl., Rock Island & P..   | 643,394          | 90,253           | 59,446         | 305,922          | 98,963                       | 446,325                     | 600,257          | 62,554                    | 45,602         | 39,258         | 285,880                    | 197,401          | 175,108          | 777,171  | 3,827,534         |
| Chl., St. P., Minn. & O.. | 393,236          | 350,610          | 10,071         | 78,490           | 99,070                       | 609,879                     | 191,536          | 28,808                    | 10,773         | 47             | 41,689                     | 144,038          | 37,473           | 348,394  | 2,342,084         |
| Crooked Creek .....       | 170              | 20               | .....          | 60               | 165                          | 1,850                       | 39,929           | 30                        | 15             | .....          | 432                        | 126              | .....            | 636  | 43,327            |
| Des Moines & Ft. Dodge    | 18,141           | 4,141            | 1,074          | 8,878            | 18,045                       | 38,542                      | 129,596          | 5,452                     | 1,273          | 613            | 159                        | 6,922            | 5,443            | 12,621   | 250,500           |
| Humeston & Shenand'h      | 13,069           | 998              | 569            | 8,950            | 1,876                        | 3,151                       | 64,153           | 50                        | 467            | 314            | .....                      | 1,420            | 162              | 3,812  | 98,988            |
| Illinois Central .....    | 145,376          | 24,581           | 15,988         | 65,888           | 31,256                       | 57,256                      | 57,550           | 8,262                     | 8,733          | .....          | .....                      | .....            | 7,150            | 190,760  | 712,798           |
| Chl., St. Paul & K. C.... | 15,793           | 3,894            | 2,581          | 935              | 51,495                       | 77,094                      | 2,313            | 1,754                     | 3,898          | 4,791          | 6,456                      | 5,596            | 10,400           | 14,443   | 201,446           |
| Minnesota & N'w'n....     | 60,084           | 24,567           | 5,966          | 22,307           | 16,045                       | 127,016                     | 46,875           | 6,022                     | 5,761          | 2,531          | 33,743                     | 22,058           | 8,409            | 44,744   | 426,128           |
| Iowa Northern .....       | .....            | .....            | .....          | .....            | .....                        | 45,232                      | .....            | .....                     | .....          | .....          | .....                      | .....            | .....            | .....  | .....             |
| Minneapolis & St. Louis   | 230,743          | 114,263          | 9,005          | 18,117           | 35,629                       | 198,810                     | 178,196          | 21,013                    | 4,858          | 4,743          | 43,252                     | 58,563           | 27,815           | 97,707   | 1,042,671         |
| Ottumwa & Kirksville ..   | .....            | .....            | .....          | .....            | .....                        | 228,763                     | .....            | .....                     | .....          | .....          | .....                      | .....            | .....            | 4,693  | 235,458           |
| St. Louis & Pacific ..... | 45,313           | 3,061            | 6,119          | 28,145           | 9,995                        | 105,511                     | 46,710           | 1,963                     | 3,947          | 5,191          | 1,947                      | 36,876           | .....            | 104,077  | 398,855           |
| Wabash, St. Louis & P..   | 1,042,197        | 98,750           | .....          | 311,159          | 452,708                      | .....                       | 757,148          | .....                     | .....          | .....          | 17,980                     | .....            | .....            | 1,240,551                                      | 3,920,493         |
| Keokuk & Western .....    | 20,332           | 2,591            | 1,022          | 17,780           | 4,106                        | 25,581                      | 87,677           | 409                       | 1,261          | 463            | 1,569                      | 918              | 2,168            | 15,647   | 181,624           |
| Centerville, M. & A. ...  | 686              | 225              | .....          | 2,059            | 44                           | 327                         | 73               | .....                     | .....          | 11             | .....                      | .....            | .....            | 25   | 3,744             |
| Mason City & Ft. Dodge    | 1,025            | 98               | 297            | 625              | 577                          | 1,263                       | 24,401           | 3,346                     | 30             | 70             | 107                        | 37               | 34               | 5,266  | 33,953            |
| Council Bluffs & St. L..  | 127,199          | 2,290            | 2,223          | 18,984           | 656                          | 35,371                      | 28,682           | 2,439                     | 1,338          | 3,154          | 16,533                     | 2,500            | 6,780            | 26,677   | 304,647           |
| Clarinda & St. Louis....  | 1,015            | 96               | 10             | 1,129            | 68                           | 1,194                       | 469              | 171                       | 60             | 17             | 199                        | 603              | 83               | 499  | 5,508             |
| <b>NAR. GAUGE ROADS.</b>  |                  |                  |                |                  |                              |                             |                  |                           |                |                |                            |                  |                  |  |                   |
| Burlington & Western ..   | 3,682            | 294              | 126            | 2,562            | 1,089                        | 5,842                       | 4,390            | 16                        | 352            | 7              | 414                        | 2,588            | 398              | 2,706  | 24,522            |
| Des Moines, Osceola & S.  | 3,309            | 908              | 182            | 7,378            | 447                          | 6,359                       | 6,296            | 112                       | 291            | 239            | 69                         | 102              | 309              | 2,647  | 39,068            |
| Ft. Madison & Northw.     | 1,741            | .....            | .....          | 1,379            | 181                          | 4,871                       | 830              | .....                     | 139            | .....          | 1,444                      | .....            | .....            | 1,475  | 11,051            |
| St. Louis, D. M. & N....  | 5,783            | 502              | .....          | 3,984            | 124                          | 593                         | 4,593            | 124                       | 138            | 410            | 208                        | 404              | .....            | 6,090  | 24,234            |
| <b>Total .....</b>        | <b>7,862,927</b> | <b>1,907,427</b> | <b>525,732</b> | <b>2,715,588</b> | <b>1,633,864</b>             | <b>5,711,176</b>            | <b>7,567,931</b> | <b>519,230</b>            | <b>342,191</b> | <b>155,497</b> | <b>1,663,993</b>           | <b>1,127,568</b> | <b>1,012,599</b> | <b>9,587,807</b>                               | <b>42,385,499</b> |



TABLE No. XXII.

## IOWA TONNAGE CLASSIFIED.

| RAILROADS.                                  | Grain.    | Flour.  | Provisions. | Animals.  | Other agricultural products. | Lumber and forest products. | Coal.     | Plaster, lime and cement. | Salt.   | Petroleum and oil. | Iron, steel and castings. | Stone and brick. | Manufactures. | Merchandise. | Total.     |
|---|-----------|---------|-------------|-----------|------------------------------|-----------------------------|-----------|---------------------------|---------|--------------------|---------------------------|------------------|---------------|--------------|------------|
| Burlington, Cedar Rapids & Northern.....    | 227,569   | 94,510  | 43,824      | 141,103   | 125,842                      | 147,030                     | 664,436   | 93,280                    | .....   | 17,081             | 40,024                    | .....            | 55,460        | 210,843      | 1,890,802  |
| Central Iowa.....                           | 6,371     | 756     | .....       | 4,882     | .....                        | 1,930                       | 214,459   | 272                       | 102     | 158                | 107                       | 2,137            | .....         | 15,687       | 246,381    |
| Chicago, Burlington & Quincy.....           | 5,208     | 509     | .....       | 2,852     | .....                        | 1,585                       | 205,160   | 327                       | 75      | 137                | 55                        | 3,064            | .....         | 10,622       | 229,594    |
| Chicago, Burlington & Quincy.....           | 925,804   | 28,764  | 70,617      | 277,628   | 32,756                       | 465,566                     | 486,762   | 28,306                    | 40,776  | .....              | 103,881                   | 26,453           | 43,341        | 369,106      | 2,890,360  |
| Kansas City, St. Jo & Council Bluffs.....   | 34,517    | 2,405   | 2,607       | 24,274    | 295                          | 25,331                      | 9,655     | 1,496                     | 1,079   | 211                | 639                       | 2,014            | 753           | 58,353       | 164,139    |
| Chicago, Iowa & Dakota.....                 | 8,931     | 221     | .....       | 1,725     | 139                          | 1,122                       | 2,697     | 231                       | 275     | 174                | .....                     | .....            | .....         | 2,144        | 12,689     |
| Chicago, Milwaukee & St. Paul.....          | 309,818   | 22,877  | 38,931      | 123,574   | 86,916                       | 115,663                     | 65,607    | 7,300                     | 519     | .....              | 10,118                    | 66,809           | 13,668        | 266,893      | 1,128,643  |
| Chicago & Northwestern.....                 | 387,724   | 6,141   | 26,545      | 133,417   | 62,553                       | 153,257                     | 498,933   | 10,745                    | 531     | 5,178              | 7,893                     | 50,957           | 14,400        | 94,896       | 1,453,270  |
| Chicago, Rock Island & Pacific.....         | 491,441   | 80,337  | 49,070      | 240,264   | 86,097                       | 373,497                     | 428,998   | 33,493                    | 35,297  | 29,390             | 192,877                   | 56,928           | 121,654       | 449,012      | 2,668,295  |
| Chicago, St. Paul, Minneapolis & Omaha..... | 45,024    | 25,244  | 725         | 5,649     | 7,133                        | 27,200                      | 13,777    | 2,074                     | 776     | 17                 | 3,002                     | 10,371           | 2,608         | 24,940       | 168,630    |
| Crooked Creek.....                          | 170       | 20      | .....       | 60        | 165                          | 1,850                       | 39,929    | 30                        | 15      | .....              | 432                       | 126              | .....         | 530          | 45,327     |
| Des Moines & Fort Dodge.....                | 18,141    | 4,141   | 1,074       | 8,878     | 18,045                       | 38,542                      | 129,596   | 5,432                     | 1,273   | 613                | 159                       | 1,522            | 5,443         | 12,621       | 250,496    |
| Humeston & Shenandoah.....                  | 13,066    | 998     | 566         | 8,950     | 1,876                        | 3,151                       | 64,153    | 50                        | 476     | 314                | .....                     | 1,429            | 162           | 3,812        | 98,983     |
| Illinois Central.....                       | 145,576   | 24,581  | 15,988      | 65,888    | 31,245                       | 57,256                      | 157,550   | .....                     | 8,262   | 8,733              | .....                     | 7,150            | 190,760       | 712,738      | 1,128,643  |
| Chicago, St. Paul & Kansas City.....        | 15,793    | 3,894   | 2,581       | 935       | 51,495                       | 77,094                      | 2,313     | 1,754                     | 3,898   | 4,794              | 6,456                     | 5,596            | 10,400        | 14,443       | 201,446    |
| Minnesota & Northwestern.....               | 31,351    | 7,838   | 1,959       | 16,067    | 8,817                        | 48,790                      | 25,669    | 2,547                     | 1,959   | 1,176              | 15,284                    | 9,797            | 3,919         | 20,770       | 195,943    |
| Iowa Northern.....                          | .....     | .....   | .....       | .....     | .....                        | .....                       | 45,232    | .....                     | .....   | .....              | .....                     | .....            | .....         | .....        | 45,232     |
| Minneapolis & St. Louis.....                | 11,696    | 5,963   | 709         | 6,300     | 5,047                        | 59,191                      | 96,112    | 10,550                    | 250     | .....              | 313                       | 1,460            | 1,314         | 9,569        | 208,534    |
| Ottumwa & Kirkville.....                    | 38,723    | 2,766   | 5,728       | 27,298    | 8,488                        | 37,272                      | 228,763   | .....                     | 46,500  | 3,838              | 3,716                     | 1,402            | 4,695         | 35,767       | 233,458    |
| Sioux City & Pacific.....                   | 80,510    | 7,629   | .....       | 24,037    | 34,972                       | .....                       | 8,490     | .....                     | .....   | .....              | 1,392                     | .....            | .....         | 95,833       | 172,353    |
| Union Pacific.....                          | .....     | .....   | .....       | .....     | .....                        | .....                       | 43,838    | 205                       | 1,261   | 463                | 1,569                     | 918              | 2,168         | 15,617       | 101,775    |
| Wabash, St. Louis & Pacific.....            | .....     | 7,629   | .....       | 24,037    | 34,972                       | .....                       | 8,490     | .....                     | .....   | .....              | 1,392                     | .....            | .....         | 95,833       | 172,353    |
| Keokuk & Western.....                       | 10,166    | 1,296   | 511         | 8,890     | 2,053                        | 12,790                      | 43,838    | 205                       | 1,261   | 463                | 1,569                     | 918              | 2,168         | 15,617       | 101,775    |
| Centerville, Moravia & Albia.....           | 469       | 181     | .....       | 1,257     | 34                           | 345                         | 73        | .....                     | .....   | 11                 | .....                     | 22               | 260           | 2,052        | 2,052      |
| Mason City & Fort Dodge.....                | 1,026     | 28      | 207         | 525       | 577                          | 1,263                       | 24,401    | 346                       | 30      | 70                 | 107                       | 37               | 34            | 5,266        | 33,947     |
| Council Bluffs & St. Louis.....             | 120,520   | 1,413   | 1,848       | 9,838     | 474                          | 29,860                      | 55,174    | 1,808                     | 964     | 2,560              | 16,676                    | 1,137            | 6,309         | 20,878       | 269,699    |
| Clarinda & St. Louis.....                   | 633       | 43      | 10          | 670       | 42                           | 1,018                       | 275       | 15                        | 15      | 9                  | 139                       | 605              | .....         | 576          | 3,969      |
| NARROW GAUGE ROADS.                         |           |         |             |           |                              |                             |           |                           |         |                    |                           |                  |               |              |            |
| Burlington & Western.....                   | 3,682     | 294     | 129         | 2,562     | 1,089                        | 5,842                       | 4,396     | 16                        | 352     | 7                  | 414                       | 2,588            | 353           | 2,796        | 24,522     |
| Des Moines, Osceola & Southern.....         | 3,369     | 908     | 122         | 7,378     | 447                          | 8,269                       | 6,266     | 112                       | 291     | 239                | 69                        | 102              | 359           | 2,647        | 30,668     |
| Ft. Madison & Northwestern.....             | 1,741     | .....   | .....       | 1,379     | 181                          | 4,871                       | 830       | .....                     | 136     | .....              | 1,444                     | .....            | .....         | 1,475        | 11,951     |
| St. Louis, Des Moines & Northern.....       | 5,783     | 602     | .....       | 5,962     | 123                          | 913                         | 4,696     | 124                       | 138     | 419                | 208                       | 401              | .....         | 6,960        | 14,294     |
| Total.....                                  | 2,969,875 | 331,888 | 263,308     | 1,100,324 | 565,511                      | 1,760,596                   | 5,573,743 | 262,612                   | 109,873 | 175,470            | 402,706                   | 287,536          | 294,307       | 1,987,934    | 13,970,997 |

TABLE No. XXIII.

## ACCIDENTS TO PERSONS.

| RAILROADS.                                  | KILLED.     |            |         |        |              |             |                  |                |                  |                            | INJURED.           |                |                 |                    |                       |           |             |            |         |        |              |             |                  |                |                  |                            |                    |                |                       |                 |                       |                    |
|---|-------------|------------|---------|--------|--------------|-------------|------------------|----------------|------------------|----------------------------|--------------------|----------------|-----------------|--------------------|-----------------------|-----------|-------------|------------|---------|--------|--------------|-------------|------------------|----------------|------------------|----------------------------|--------------------|----------------|-----------------------|-----------------|-----------------------|--------------------|
|   | Passengers. | Employees. | Others. | Total. | Derailments. | Collisions. | Caught in frogs. | Coupling cars. | Fell from train. | Getting on and off trains. | Highway crossings. | Miscellaneous. | Stealing rides. | While intoxicated. | Trespassing on track. | Suicides. | Passengers. | Employees. | Others. | Total. | Derailments. | Collisions. | Caught in frogs. | Coupling cars. | Fell from train. | Getting on and off trains. | Highway crossings. | Miscellaneous. | Overhead obstruction. | Stealing rides. | Trespassing on track. | While intoxicated. |
| Burlington, Cedar Rapids & Northern.....    | 3           | 19         | 6       | 28     | .....        | .....       | .....            | .....          | 4                | 1                          | .....              | .....          | .....           | .....              | .....                 | 1         | 13          | 1          | 15      | .....  | .....        | .....       | 11               | 5              | .....            | 8                          | .....              | .....          | .....                 | .....           | .....                 | .....              |
| Central Iowa.....                           | 1           | 1          | .....   | 2      | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....     | 15          | .....      | 15      | .....  | .....        | .....       | 4                | 2              | .....            | 9                          | .....              | .....          | .....                 | .....           | .....                 | .....              |
| Chicago, Burlington & Quincy.....           | 14          | 20         | 36      | 70     | 2            | 1           | .....            | .....          | 6                | 15                         | 1                  | 6              | 2               | 10                 | 7                     | 45        | .....       | .....      | .....   | .....  | .....        | .....       | 3                | 2              | .....            | 3                          | 1                  | .....          | .....                 | .....           | .....                 | .....              |
| Chicago, Burlington & Kansas City.....      | 2           | 1          | 3       | 6      | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....     | 2           | .....      | 2       | .....  | .....        | .....       | .....            | 1              | .....            | .....                      | .....              | .....          | .....                 | .....           | .....                 | .....              |
| Kansas City, St. Jo & Council Bluffs.....   | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....     | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....                 | .....           | .....                 | .....              |
| St. Louis, Keokuk & Northwestern.....       | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....     | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....                 | .....           | .....                 | .....              |
| Chicago, Milwaukee & St. Paul.....          | 1           | 8          | 9       | 18     | 1            | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....     | 48          | 5          | 59      | 3      | .....        | .....       | 11               | 8              | .....            | 4                          | .....              | .....          | .....                 | .....           | .....                 | .....              |
| Chicago & Northwestern.....                 | 110         | 7          | 18      | 135    | 2            | 2           | 1                | 2              | 3                | 4                          | 1                  | 1              | 4               | 2                  | 5                     | 125       | 19          | 149        | 6       | 13     | .....        | 64          | 11               | 16             | 2                | 23                         | 1                  | 32             | .....                 | .....           | .....                 | .....              |
| Chicago, Rock Island & Pacific.....         | 211         | 6          | 19      | 236    | 1            | 1           | 1                | 4              | 4                | .....                      | 6                  | 4              | .....           | 4                  | .....                 | .....     | 2           | 6          | 8       | .....  | .....        | .....       | 4                | .....          | 4                | 2                          | 3                  | 6              | 5                     | .....           | .....                 | .....              |
| Chicago, St. Paul, Minneapolis & Omaha..... | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....     | 3           | .....      | 3       | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....                 | .....           | .....                 | .....              |
| Des Moines & Ft. Dodge.....                 | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....     | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....                 | .....           | .....                 | .....              |
| Illinois Central.....                       | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....     | 37          | 13         | 50      | .....  | .....        | 16          | .....            | 9              | .....            | .....                      | .....              | .....          | .....                 | .....           | .....                 | .....              |
| Chicago, St. Paul & Kansas City.....        | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....     | 6           | .....      | 5       | .....  | .....        | .....       | 4                | 1              | .....            | .....                      | .....              | .....          | .....                 | .....           | .....                 | .....              |
| Minnesota & Northwestern.....               | 2           | 1          | 3       | 6      | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....     | 17          | .....      | 17      | 1      | .....        | .....       | 6                | .....          | 4                | .....                      | 6                  | .....          | .....                 | .....           | .....                 | .....              |
| Iowa Northern.....                          | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....     | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....                 | .....           | .....                 | .....              |
| Minneapolis & St. Louis.....                | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....     | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....                 | .....           | .....                 | .....              |
| Ottumwa & Kirkville.....                    | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....     | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....                 | .....           | .....                 | .....              |
| Sioux City & Pacific.....                   | 1           | 2          | 3       | 6      | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....     | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....                 | .....           | .....                 | .....              |
| Wabash, St. Louis & Pacific.....            | 4           | .....      | .....   | 4      | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....     | 2           | 17         | .....   | 19     | 5            | .....       | .....            | 2              | .....            | 1                          | 10                 | .....          | .....                 | .....           | .....                 | .....              |
| Keokuk & Western.....                       | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....     | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....                 | .....           | .....                 | .....              |
| Council Bluffs & St. Louis.....             | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....     | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....                 | .....           | .....                 | .....              |
| NARROW GAUGE ROADS.                         |             |            |         |        |              |             |                  |                |                  |                            |                    |                |                 |                    |                       |           |             |            |         |        |              |             |                  |                |                  |                            |                    |                |                       |                 |                       |                    |
| Burlington & Northwestern.....              | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....     | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....                 | .....           | .....                 | .....              |
| Burlington & Western.....                   | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....     | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....                 | .....           | .....                 | .....              |
| Des Moines, Osceola & Southern.....         | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....     | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....                 | .....           | .....                 | .....              |
| Total.....                                  | 859         | 65         | 132     | 3      | 7            | 3           | 9                | 23             | 20               | 4                          | 26                 | 9              | 3               | 24                 | 2                     | 28        | 354         | 58         | 440     | 27     | 22           | .....       | 134              | 39             | 47               | 8                          | 138                | 5              | 9                     | 10              | .....                 | .....              |



TABLE No. XXIV.

PROPERTY ACCOUNTS, CHARGES AND CREDITS BY WHICH THE CAPITAL HAS BEEN INCREASED DURING THE YEAR.

| RAILROADS.                                   | CONSTRUCTION. |                      |                                  |                                |                                 |   |   |   |                          |                         |
|--|---------------|----------------------|----------------------------------|--------------------------------|---------------------------------|---|---|---|--------------------------|-------------------------|
|  | Grading.      | Bidding and masonry. | Superstructure, including rails. | Land, land damages and fences. | Passenger and freight stations. | Engine houses, car sheds and turn-tables. | Machine shops, including machinery and tools. | Engineering, agencies, salaries and construction expense. | Purchase of other roads. | Total for construction. |
| Burlington, Cedar Rapids and Northern.....   | \$ 182,672.69 | \$ 26,006.25         | \$ 231,324.51                    | \$ 4,241.97                    | \$ 31,118.38                    | \$ 12,615.46                              | \$ .....                                      | \$ 7,963.33   | \$ 29,485.47             | \$ 525,431.06           |
| Central Iowa .....                           | 713.19        | 6,415.82             | 943.47                           | 5,950.29                       | 6.73                            | 417.00                                    | .....   | .....   | .....                    | 431,060.26              |
| Chicago, Burlington & Quincy .....           | 18,835.46     | 96,102.42            | 122,457.51                       | 29,059.38                      | 1,498.49                        | .....                                     | .....   | 1,884.84  | .....                    | 269,837.08              |
| Chicago, Burlington & Kansas City .....      | 14,790.84     | 204.00               | 1,748.63                         | 9,881.32                       | 1,118.93                        | .....                                     | .....   | .....   | 12,763.80                | 25,716.68               |
| Kansas City, St. Jo & Council Bluffs .....   | .....         | .....                | 3,419.55                         | 19.80                          | .....                           | .....                                     | .....   | 8.05  | .....                    | 18,230.19               |
| St. Louis, Keokuk & Northwestern .....       | 5,521.38      | 2,449.66             | 3,352.17                         | 9,885.01                       | 142,321.66                      | 35,579.74                                 | 21,856.58                                     | .....   | .....                    | 21,216.27               |
| Chicago, Milwaukee & St. Paul .....          | 75,073.68     | 61,338.68            | 276,320.26                       | 36,251.19                      | .....                           | .....                                     | .....   | .....   | 13,348,888.94            | 13,143,937.68           |
| Chicago & Northwestern .....                 | 718,576.46    | 263,554.19           | 3,550,888.05                     | 254,053.20                     | 200,000.00                      | 90,000.00                                 | 112,135.20                                    | 48,200.14   | 226,859.63               | 3,464,569.87            |
| Chicago, Rock Island & Pacific .....         | 100,000.00    | 100,000.00           | 193,930.01                       | 32,510.34                      | .....                           | .....                                     | 6,268.00                                      | .....   | .....                    | 432,772.14              |
| Chicago, St. Paul, Minneapolis & Omaha ..... | 149,410.32    | 17,370.86            | 206,595.50                       | 240,404.75                     | 26,292.78                       | 2,866.90                                  | 1,976.66                                      | 1,320.00  | 416,865.11               | 1,063,102.88            |
| Minnesota & Northwestern .....               | 57,924.48     | 6,902.13             | 202,174.21                       | 206,775.69                     | 34,733.09                       | 14,000.00                                 | 13,059.54                                     | 97,951.63   | 7,756,948.84             | 8,300,469.51            |
| Minneapolis & St. Louis .....                | .....         | 3,376.63             | 9,028.34                         | 341.90                         | 8,691.12                        | .....                                     | 5,764.60                                      | 1,518.17  | 1,200.00                 | 29,820.76               |
| Ottumwa & Kirkville .....                    | .....         | .....                | 4,525.68                         | 8,056.85                       | 2,630.32                        | 2,000.00                                  | .....   | 3,600.00  | .....                    | 8,125.68                |
| Sioux City & Pacific .....                   | .....         | 1,027.83             | .....                            | 1,430.43                       | 570.00                          | .....                                     | .....   | 917.04  | 3,224.81                 | 17,856.45               |
| NARROW GAUGE ROADS.                          |               |                      |                                  |                                |                                 |   |   |   |                          |                         |
| Burlington & Western .....                   | .....         | .....                | .....                            | .....                          | .....                           | .....                                     | .....   | .....   | .....                    | 2,000.52                |
| Cedar Rapids & Marion Street Railway .....   | .....         | .....                | 4,185.54                         | .....                          | 1,848.72                        | 182.05                                    | .....   | .....   | .....                    | 6,216.31                |
| Total .....                                  | 1,323,105.31  | 582,048.84           | 3,802,513.55                     | 841,786.61                     | 454,844.02                      | 178,910.82                                | 154,974.98                                    | 169,637.95  | 19,796,753.20            | 27,850,369.74           |

TABLE No. XXIV—CONTINUED.

| RAILROADS.                                   | EQUIPMENT.   |                                      |                         |                      |  |  | TOTAL.                        |                                    |
|--|--------------|--------------------------------------|-------------------------|----------------------|--|--|-------------------------------|------------------------------------|
|  | Locomotives. | Passenger, baggage and express cars. | Freight and other cars. | Total for equipment. | Other expenditures charged to property accounts. | Total expenditures charged to property accounts. | Credits to property accounts. | Net addition to property accounts. |
| Burlington, Cedar Rapids & Northern.....     | \$ 11,243.81 | \$ 12,361.75                         | \$ 6,750.65             | \$ 29,356.21         | \$ 11,028.09                                     | \$ 165,815.86                                    | .....                         | \$ 565,815.86                      |
| Central Iowa .....                           | 1,004.15     | .....                                | 323.26                  | 1,327.39             | .....  | 432,387.65                                       | 1,701.15                      | 430,686.50                         |
| Chicago, Burlington & Quincy .....           | 32,815.20    | 33,510.64                            | 451,488.91              | 517,844.84           | .....  | 787,681.92                                       | .....                         | 787,681.92                         |
| Chicago, Burlington & Kansas City .....      | .....        | 22,308.44                            | 2,424.84                | 24,733.28            | .....  | 25,371.26  | 545.42                        | 25,171.26                          |
| Kansas City, St. Jo & Council Bluffs .....   | .....        | .....                                | 28,365.28               | 28,365.28            | .....  | 42,963.97  | 5,109.84                      | 87,854.13                          |
| St. Louis, Keokuk & Northwestern .....       | 418,677.41   | 311,892.89                           | 413,342.39              | 1,143,912.69         | .....  | 49,581.55  | .....                         | 49,581.55                          |
| Chicago, Milwaukee & St. Paul .....          | 259,935.10   | 48,765.43                            | 651,418.64              | 960,119.17           | .....  | 14,287,849.77                                    | .....                         | 14,287,849.77                      |
| Chicago & Northwestern .....                 | .....        | .....                                | 81,793.38               | 81,793.38            | .....  | 514,765.52                                       | .....                         | 514,765.52                         |
| Chicago, Rock Island & Pacific .....         | 17,895.64    | 8,788.14                             | 236,833.53              | 263,537.39           | .....  | 1,326,640.19                                     | 109,127.49                    | 8,960,319.39                       |
| Chicago, St. Paul, Minneapolis & Omaha ..... | 6,130.00     | .....                                | 2,930.00                | 9,060.00             | .....  | 9,060.00   | .....                         | 9,060.00                           |
| Crooked Creek .....                          | .....        | .....                                | 79,060.00               | 79,060.00            | .....  | 79,060.00  | .....                         | 79,060.00                          |
| Chicago, St. Paul & Kansas City .....        | 136,148.91   | 158,146.58                           | 401,069.58              | 695,365.07           | .....  | 9,086,434.56                                     | .....                         | 9,086,434.56                       |
| Minnesota & Northwestern .....               | .....        | 1,400.00                             | 927.77                  | 2,327.77             | .....  | 32,148.53  | 1,900.00                      | 31,248.53                          |
| Minneapolis & St. Louis .....                | .....        | .....                                | 1,287.30                | 1,287.30             | .....  | 9,412.98   | .....                         | 9,412.98                           |
| Ottumwa & Kirkville .....                    | .....        | .....                                | .....                   | .....                | .....  | 17,856.45  | .....                         | 17,856.45                          |
| Sioux City & Pacific .....                   | .....        | .....                                | .....                   | .....                | .....  | .....  | .....                         | .....                              |
| NARROW GAUGE ROADS.                          |              |                                      |                         |                      |  |  |                               |                                    |
| Burlington & Northwestern .....              | .....        | .....                                | .....                   | .....                | .....  | 545.73   | .....                         | 545.73                             |
| Burlington & Western .....                   | .....        | .....                                | .....                   | .....                | .....  | 2,000.52   | .....                         | 2,000.52                           |
| Cedar Rapids & Marion Street Railway .....   | .....        | 4,273.68                             | .....                   | 4,273.68             | 1,829.57   | 12,309.56  | 4,113.46                      | 8,206.10                           |
| Total .....                                  | 1,873,880.31 | 601,447.62                           | 2,274,484.85            | 3,842,903.42         | 12,858.16  | 31,706,322.79                                    | 13,507,502.79                 | 18,198,819.20                      |



TABLE No. XXV.

COMPARATIVE SUMMARY FOR THE YEARS ENDING JUNE 30, 1878, 1880, 1882, 1884, 1886 AND 1887.

|  | 1878.             | 1880.             | 1882.             | 1884.             | 1886.             | 1887.             |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| <b>TOTAL LENGTH OF ROADS AND BRANCHES:</b>               |                   |                   |                   |                   |                   |                   |
| Total length of roads and branches in Iowa.....          | 4,157.17          | 4,977.01          | 6,337.43          | 7,249.25          | 7,561.67          | 7,967.51          |
| Total length of double track in Iowa.....                | 3.00              | 24.70             | 47.06             | 48.08             | 73.07             | 79.00             |
| Total length of sidings in Iowa.....                     | 832.91            | 839.55            | 700.73            | 972.32            | 1,153.18          | 1,319.53          |
| Capital stock paid in.....                               | \$ 183,488,612.54 | \$ 246,482,954.21 | \$ 345,918,605.27 | \$ 390,586,766.44 | \$ 415,010,066.52 | \$ 422,396,960.71 |
| Total stock paid in per mile of road.....                | 21,928.62         | 18,449.22         | 18,449.22         | 18,449.22         | 18,449.22         | 25,610.65         |
| Total funded debt.....                                   | 154,155,222.38    | 217,391,725.53    | 368,782,177.78    | 424,168,200.74    | 459,485,279.86    | 508,719,674.82    |
| Total unfunded debt.....                                 | 5,983,387.14      | 16,742,168.86     | 17,449,150.23     | 16,105,902.91     | 15,251,546.80     | 22,712,583.72     |
| Total debt.....  | 160,140,869.52    | 234,133,894.39    | 386,231,328.01    | 440,214,133.65    | 474,736,826.66    | 531,430,436.83    |
| Total debt per mile.....                                 | 19,158.27         | 20,661.02         | 20,661.02         | 20,661.02         | 20,661.02         | 20,661.02         |
| Total stock and debt.....                                | 344,429,452.06    | 493,321,614.60    | 732,114,983.28    | 830,800,900.69    | 889,740,903.18    | 953,667,297.54    |
| Total stock and debt per mile of road.....               | 41,125.00         | 40,461.90         | 39,471.62         | 39,274.00         | 38,369.03         | 43,651.22         |
| Total cost of road and equipment.....                    | 316,185,372.00    | 339,730,231.59    | 609,722,467.04    | 793,028,488.63    | 844,515,450.94    | 873,320,541.99    |
| Total cost of road and equipment per mile.....           | 40,496.76         | 44,126.20         | 38,418.81         | 37,286.00         | 39,152.56         | 44,002.51         |
| Proportion of cost for Iowa.....                         | 130,967,401.55    | 202,963,513.02    | 215,979,324.81    | 350,336,418.94    | 275,600,542.50    | 285,631,156.63    |
| <b>EARNINGS:</b>   |                   |                   |                   |                   |                   |                   |
| From passengers.....                                     | 9,819,118.44      | 13,809,580.43     | 21,769,618.01     | 25,013,224.57     | 22,932,168.70     | 22,549,757.61     |
| From express.....  | 627,039.91        | 1,147,136.73      | 1,862,688.90      | 2,368,637.39      | 2,319,618.97      | 1,773,151.85      |
| From mails.....  | 266,191.24        | 1,188,471.44      | 1,723,221.26      | 2,286,877.71      | 2,263,712.61      | 2,213,771.21      |
| From freight.....  | 32,211,873.46     | 47,158,826.57     | 66,353,972.66     | 72,564,849.83     | 69,892,047.12     | 71,582,133.18     |
| From other sources.....                                  | 695,662.03        | 1,162,746.80      | 1,659,707.39      | 2,162,327.51      | 3,655,447.94      | 2,336,320.73      |
| Total earnings.....                                      | 44,119,283.04     | 64,464,761.02     | 92,739,206.22     | 101,367,917.01    | 101,093,503.54    | 101,344,337.00    |
| Proportion for Iowa.....                                 | 19,087,374.45     | 28,817,321.33     | 33,982,731.39     | 37,671,188.83     | 37,910,781.99     | 38,414,833.92     |
| Earnings per mile of road.....                           | 5,002.52          | 4,919.23          | 5,606.66          | 5,480.92          | 5,414.63          | 4,643.67          |
| Earnings per train mile, passenger trains.....           | 1.60              | 1.28              | 1.36              | 1.22              | 1.07              | .86               |
| Earnings per train mile, freight trains.....             | 2.03              | 1.13              | 1.69              | 1.60              | 1.66              | 1.54              |
| Earnings per train mile, all trains earning revenue..... | 1.89              | 1.50              | 1.60              | 1.43              | 1.45              | 1.29              |
| Earnings above operating expenses.....                   | 19,087,374.45     | 28,817,321.33     | 33,982,731.39     | 37,671,188.83     | 37,910,781.99     | 38,414,833.92     |
| Earnings above operating expenses for Iowa.....          | 44,119,283.04     | 64,464,761.02     | 92,739,206.22     | 101,367,917.01    | 101,093,503.54    | 101,344,337.00    |

TABLE No. XXV—CONTINUED.

|  | Increase of 1880<br>over 1878. | Increase of 1884<br>over 1882. | Increase of 1886<br>over 1884. | Increase of 1887<br>over 1886. | Decrease of 1880<br>from 1878. | Decrease of 1884<br>from 1882. | Decrease of 1886<br>from 1884. | Decrease of 1887<br>from 1886. |
|--|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|
| <b>TOTAL LENGTH OF ROADS AND BRANCHES:</b>               |                                |                                |                                |                                |                                |                                |                                |                                |
| Total length of roads and branches in Iowa.....          | 819.86                         | 911.82                         | 315.47                         | 432.83                         |                                |                                |                                |                                |
| Total length of double track in Iowa.....                | 21.76                          | 1.02                           | 24.99                          | 8.93                           |                                |                                |                                |                                |
| Total length of sidings in Iowa.....                     | 46.94                          | 371.59                         | 182.86                         | 194.35                         |                                |                                |                                |                                |
| Capital stock paid in.....                               | \$ 80,993,361.67               | \$ 44,668,161.17               | \$ 24,423,360.08               | \$ 7,226,994.19                | \$ 3,601.90                    |                                |                                |                                |
| Total stock paid in per mile of road.....                | 63,836,903.15                  | 55,026,052.96                  | 35,277,949.12                  | 49,231,794.96                  |                                |                                |                                |                                |
| Total funded debt.....                                   | 4,756,581.72                   | 63,968,863.94                  | 86,222,893.01                  | 7,600,716.92                   |                                | 1,340,247.33                   | 851,506.11                     |                                |
| Total debt.....  | 68,968,084.87                  | 95,055,096.81                  | 58,945,903.69                  | 63,920,704.36                  |                                |                                |                                |                                |
| Total debt per mile.....                                 | 148,787,397.54                 | 95,055,096.81                  | 58,945,903.69                  | 63,920,704.36                  |                                |                                |                                |                                |
| Total stock and debt.....                                | 83,034,869.59                  | 123,301,021.59                 | 51,891,962.91                  | 28,773,696.96                  | 963.10                         | 197.62                         | 964.91                         |                                |
| Total cost of road and equipment.....                    | 3,929.44                       | 882.19                         | 1,806.56                       | 8,819.85                       |                                |                                |                                |                                |
| Proportion of cost for Iowa.....                         | 17,936,111.47                  | 34,287,094.13                  | 25,344,123.56                  | 9,050,614.13                   |                                |                                |                                |                                |
| <b>EARNINGS:</b>   |                                |                                |                                |                                |                                |                                |                                |                                |
| From passengers.....                                     | 3,990,470.99                   | 3,253,608.56                   | 3,920,470.99                   | 2,681,058.87                   |                                |                                |                                |                                |
| From express.....  | 520,689.82                     | 502,918.49                     | 502,918.49                     | 401,018.42                     |                                |                                |                                |                                |
| From mails.....  | 423,277.20                     | 535,556.45                     | 535,556.45                     | 546,467.12                     |                                |                                |                                |                                |
| From freight.....  | 14,241,883.11                  | 6,210,877.17                   | 1,495,120.43                   | 70,077.60                      |                                |                                |                                |                                |
| From other sources.....                                  | 407,084.77                     | 1,102,630.12                   | 1,495,120.43                   | 1,319,117.21                   |                                |                                |                                |                                |
| Total earnings.....                                      | 20,245,416.88                  | 11,495,710.79                  | 7,771,195.00                   | 3,273,981.47                   |                                |                                |                                |                                |
| Proportion for Iowa.....                                 | 3,711,265.82                   | 3,711,265.82                   | 3,711,265.82                   | 3,711,265.82                   |                                |                                |                                |                                |
| Earnings per mile of road.....                           | 5,002.52                       | 4,919.23                       | 5,606.66                       | 5,480.92                       |                                |                                |                                |                                |
| Earnings per train mile, passenger trains.....           | 1.60                           | 1.28                           | 1.36                           | 1.22                           |                                |                                |                                |                                |
| Earnings per train mile, freight trains.....             | 2.03                           | 1.13                           | 1.69                           | 1.60                           |                                |                                |                                |                                |
| Earnings per train mile, all trains earning revenue..... | 1.89                           | 1.50                           | 1.60                           | 1.43                           |                                |                                |                                |                                |
| Earnings above operating expenses.....                   | 19,087,374.45                  | 28,817,321.33                  | 33,982,731.39                  | 37,671,188.83                  |                                |                                |                                |                                |
| Earnings above operating expenses for Iowa.....          | 44,119,283.04                  | 64,464,761.02                  | 92,739,206.22                  | 101,367,917.01                 |                                |                                |                                |                                |



TABLE XXV—CONTINUED.

|  | 1878.           | 1880.           | 1882.            | 1884.            | 1886.            | 1887.            |
|--|-----------------|-----------------|------------------|------------------|------------------|------------------|
| <b>OPERATING EXPENSES:</b>   |                 |                 |                  |                  |                  |                  |
| Maintenance of way and buildings.....                              | \$ 7,976,042.61 | \$ 8,698,394.99 | \$ 16,334,470.75 | \$ 15,385,261.19 | \$ 14,322,188.53 | \$ 14,250,654.82 |
| Motive power and cars.....   | 3,944,677.28    | 5,128,080.67    | 7,902,804.66     | 10,175,679.67    | 9,737,859.57     | 8,971,307.82     |
| Conducting transportation.....                                     | 16,511,914.51   | 16,171,418.16   | 26,634,586.17    | 31,922,466.18    | 30,067,871.96    | 30,760,083.32    |
| General expenses.....  | 2,594,058.44    | 4,632,565.85    | 7,884,403.55     | 9,213,330.74     | 9,068,333.49     | 8,714,158.17     |
| Total operating expenses.....                                      | 25,026,682.84   | 35,647,439.67   | 58,776,474.83    | 66,696,728.18    | 63,183,153.55    | 62,677,826.84    |
| Proportion for Iowa.....   | 12,565,950.23   | 13,982,653.77   | 20,512,393.65    | 23,260,916.03    | 22,931,555.10    | 24,182,990.71    |
| Operating expenses per mile of road.....                           | 3,318.20        | 3,036.51        | 3,552.64         | 3,502.61         | 3,321.61         | 3,587.51         |
| Operating expenses per train mile.....                             | 1.09            | .65             | .75              | .94              | .90              | .69              |
| Operating expenses, per cent of earnings.....                      | .57             | .55             | .63              | .64              | .62              | .62              |
| Interest and rental.....   | 11,518,010.88   | 13,558,356.37   | 21,845,092.58    | 25,575,447.27    | 28,270,777.23    | 24,763,036.36    |
| Interest and rental per mile of road.....                          | 1,469.35        | 1,170.26        | 1,320.38         | 1,305.78         | 1,296.54         | 1,247.59         |
| Interest and rental, per cent of earnings.....                     | .26             | .21             | .23              | .24              | .28              | .24              |
| Operating expenses, interest and rental.....                       | 36,544,673.72   | 49,205,796.04   | 80,621,567.11    | 92,971,046.92    | 101,847,816.60   | 96,963,118.88    |
| Operating expenses, interest and rental per mile.....              | 4,889.14        | 4,191.44        | 4,873.02         | 4,746.76         | 4,667.36         | 4,885.12         |
| Operating expenses, interest and rental per train mile.....        | 1.58            | .91             | 1.03             | 1.31             | 1.13             | 1.16             |
| Operating expenses, interest and rental, per cent of earnings..... | .83             | .76             | .87              | .89              | .95              | .95              |
| <b>TRAIN MILEAGE:</b>  |                 |                 |                  |                  |                  |                  |
| Miles run by passenger trains.....                                 | 6,649,187       | 12,618,247      | 18,575,194       | 24,235,381       | 25,699,838       | 26,195,101       |
| Miles run by freight trains.....                                   | 15,871,538      | 41,513,231      | 39,106,906       | 46,788,236       | 44,773,147       | 46,462,787       |
| Miles run by mixed trains.....                                     | 510,170         |                 | 6,744,011        |                  |                  |                  |
| Miles run by trains earning revenue.....                           | 23,030,905      | 54,131,478      | 64,426,111       | 71,023,617       | 70,472,985       | 72,597,838       |
| Miles run by construction and other trains.....                    | 1,445,729       | 5,742,078       | 14,005,754       | 22,727,276       | 19,353,777       | 4,309,495        |
| <b>PASSENGERS:</b>   |                 |                 |                  |                  |                  |                  |
| Total number carried.....  | 7,511,770       | 11,423,387      | 20,827,026       | 24,634,853       | 26,150,366       | 26,796,967       |
| Total number carried one mile.....                                 | 280,274,228     | 475,410,765     | 787,021,861      | 903,314,663      | 880,188,261      | 870,845,140      |
| Average rate of fare per mile, per passenger, cents.....           | 3.50            | 2.90            | 2.75             | 2.52             | 2.60             | 2.68             |
| Average distance traveled by each passenger, miles.....            | 37.30           | 41.60           | 37.47            | 40.32            | 33.66            | 30.11            |
| <b>FREIGHT:</b>  |                 |                 |                  |                  |                  |                  |
| Total tons carried.....  | 6,804,338       | 21,665,716      | 31,062,755       | 35,118,142       | 35,802,581       | 29,582,161       |
| Total tons carried one mile.....                                   | 1,514,083,462   | 3,603,943,923   | 1,631,561,735    | 6,063,716,737    | 6,222,095,055    | 6,565,196,562    |
| Average rate in cents.....   | 3 10            | 1 30            | 1 29             | 1 20             | 1 12             | 2 66             |
| Average length of haul for each ton carried, miles.....            | 222 50          | 166 30          | 149 10           | 172 65           | 173 80           | 163 33           |

TABLE No. XXV—CONTINUED.

|  | Increase of 1880<br>over 1878. | Increase of 1884<br>over 1882. | Increase of 1886<br>over 1884. | Increase of 1887<br>over 1886. | Decrease of 1880<br>from 1878. | Decrease of 1884<br>from 1882. | Decrease of 1886<br>from 1884. | Decrease of 1887<br>from 1886. |
|--|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|
| <b>OPERATING EXPENSES:</b>   |                                |                                |                                |                                |                                |                                |                                |                                |
| Maintenance of way and buildings.....                              | \$ 1,722,352.38                |                                |                                |                                |                                | \$ 969,409.56                  | \$ 1,063,072.66                | \$ 71,531.01                   |
| Motive power and cars.....   | 1,500,383.39                   | 2,371,875.61                   |                                |                                |                                |                                | 437,820.10                     | 766,531.75                     |
| Conducting transportation.....                                     | 5,659,503.65                   | 5,287,860.41                   |                                | 702,211.36                     |                                |                                | 1,861,584.52                   |                                |
| General expenses.....  | 2,658,537.41                   | 1,328,927.19                   |                                |                                |                                |                                | 147,997.25                     | 351,175.32                     |
| Total operating expenses.....                                      | 10,820,776.83                  | 7,920,253.65                   |                                | 1,221,435.61                   |                                |                                | 3,513,574.63                   | 805,296.71                     |
| Proportion for Iowa.....   | 1,416,703.54                   | 2,738,522.98                   |                                | 265.90                         |                                |                                | 319,360.93                     |                                |
| Operating expenses per mile of road.....                           |                                | .19                            |                                |                                | 311.59                         | 50.03                          | 181.00                         | .21                            |
| Operating expenses per train mile.....                             |                                | .01                            |                                |                                | .43                            |                                | .04                            |                                |
| Operating expenses, per cent of earnings.....                      |                                | .01                            |                                |                                | .02                            |                                | .02                            |                                |
| Interest and rental.....   |                                | 3,730,354.49                   | 2,695,329.96                   |                                |                                |                                |                                | 3,507,740.97                   |
| Interest and rental per mile of road.....                          |                                | .01                            | .01                            |                                | 299.09                         | 14.00                          | 10.24                          | 47.95                          |
| Interest and rental, per cent of earnings.....                     |                                | .01                            | .01                            |                                | .05                            |                                |                                | .64                            |
| Operating expenses, interest and rental.....                       | 12,661,122.32                  | 12,349,479.81                  | 8,876,799.68                   | 217.82                         |                                |                                |                                | 4,884,727.62                   |
| Operating expenses, interest and rental per mile.....              |                                |                                |                                |                                | 697.70                         | 126.27                         | 79.45                          |                                |
| Operating expenses, interest and rental per train mile.....        |                                | .28                            |                                |                                | .67                            |                                | .18                            | .07                            |
| Operating expenses, interest and rental, per cent of earnings..... |                                | .02                            | .10                            |                                | .07                            |                                |                                | .04                            |
| <b>TRAIN MILEAGE:</b>  |                                |                                |                                |                                |                                |                                |                                |                                |
| Miles run by passenger trains.....                                 | 5,969,060                      | 5,608,187                      | 1,464,457                      | 495,263                        |                                |                                |                                |                                |
| Miles run by freight trains.....                                   | 25,641,693                     | 7,681,330                      |                                | 1,629,640                      |                                |                                | 20,150.89                      |                                |
| Miles run by mixed trains.....                                     |                                |                                |                                |                                | 5,101.80                       | 6,744,011                      |                                |                                |
| Miles run by trains earning revenue.....                           | 31,190,573                     | 6,897,506                      |                                | 1,924,203                      |                                |                                | 550,632                        |                                |
| Miles run by construction and other trains.....                    | 4,289,339                      | 8,721,522                      |                                |                                |                                |                                | 3,373,499                      | 150,443.22                     |
| <b>PASSENGERS:</b>   |                                |                                |                                |                                |                                |                                |                                |                                |
| Total number carried.....  | 3,911,567                      | 3,707,827                      | 1,515,453                      | 646,601                        |                                |                                | 115,126,362                    |                                |
| Total number carried one mile.....                                 | 195,136,537                    | 206,292,762                    |                                |                                | .60                            |                                |                                | 93,432.15                      |
| Average rate of fare per mile per passenger, cents.....            |                                | .23                            | .08                            |                                |                                |                                | 6.66                           |                                |
| Average distance traveled by each passenger, miles.....            | 4.30                           | 2.85                           |                                |                                |                                |                                |                                |                                |
| <b>FREIGHT:</b>  |                                |                                |                                |                                |                                |                                |                                |                                |
| Total tons carried.....  | 14,861,378                     | 4,055,377                      | 684,439                        | 3,779,580                      |                                |                                |                                |                                |
| Total tons carried one mile.....                                   | 1,089,860,461                  | 1,432,152,002                  | 108,378,318                    | 343,101,447                    | 1.54                           |                                | .08                            |                                |
| Average rates in cents.....  |                                |                                |                                |                                | .80                            | .09                            |                                |                                |
| Average length of haul for each ton carried, miles.....            |                                | 23.55                          | 1.15                           |                                | 56.20                          |                                |                                | 16.47                          |



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PRESENT CASH VALUE  
OF  
Railroads and Equipment.  
— — —  
INVESTIGATION OF RAILROAD ACCIDENTS.

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## ACTUAL PRESENT CASH VALUE OF ROADS AND EQUIPMENT.

In the detail reports of the several roads it will be seen that the blank for the item of "present cash value" is in many cases not filled out. A circular letter addressed by the Commissioners to the General Managers of the roads not reporting, requesting a compliance with the law as to this item brought responses which are published herewith. The roads having thus thrown upon the Commissioners the entire responsibility of fixing this value, two plans have been adopted as a basis from which to make estimates, viz.: the average market value for the year of the bonds and stock in localities where railroad property is continuously bought and sold, and a valuation of which the net earnings for the year would be six per cent. A comparison of the results reached by the two methods will probably furnish a correct valuation for all practical purposes. In arriving at the selling price of the bonds and stock the average of twelve months was taken to eliminate as far as possible any speculative fluctuations.

The value of such of the roads as have no stock and bond quotations and such as have no net earnings has been taken from the assessment made last spring by the Executive Council for purposes of taxation. As the market value of the bonds and stock covers the entire mileage of the roads on roads extending through or into other states, where the greater business is done outside of Iowa, a per cent should be deducted in fixing the value in Iowa, and where the greater business is done in Iowa a per cent should be added.

Valuation per mile, on basis of quotations, of the roads whose stocks and bonds were actively quoted during the year 1886:

|  |              |
|--|--------------|
| Burlington, Cedar Rapids & Northern.....     | \$ 19,835.00 |
| Central Iowa .....                           | 16,241.00    |
| Chicago, Burlington & Quincy.....            | 42,716.00    |
| Chicago, Milwaukee & St. Paul.....           | 36,652.00    |
| Chicago & Northwestern.....                  | 53,950.00    |
| Chicago, Rock Island & Pacific.....          | 76,863.00    |
| Keokuk & Des Moines .....                    | 18,788.00    |
| Chicago, St. Paul, Minneapolis & Omaha ..... | 42,016.00    |

Valuation of roads per mile on basis of net earnings for Iowa for year ending June 30, 1887:



|   |              |
|---|--------------|
| Burlington, Cedar Rapids & Northern.....    | \$ 15,570.00 |
| Central Iowa.....                           | 4,258.00     |
| Chicago, Burlington & Quincy.....           | 58,580.00    |
| Chicago, Burlington & Kansas City.....      | 7,535.00     |
| Kansas City, St. Jo. & Council Bluffs.....  | 1,906.00     |
| Chicago, Iowa & Dakota.....                 | 2,131.00     |
| Chicago, Milwaukee & St. Paul.....          | 26,025.00    |
| Chicago & Northwestern.....                 | 45,746.00    |
| Chicago, Rock Island & Pacific.....         | 58,930.00    |
| Keokuk & Des Moines.....                    | 13,333.00    |
| Chicago, St. Paul, Minneapolis & Omaha..... | 49,484.00    |
| Crooked Creek.....                          | 11,197.00    |
| Des Moines & Fort Dodge.....                | 8,693.00     |
| Humeston & Shenandoah.....                  | 4,236.00     |
| Chicago, St. Paul & Kansas City.....        | 14,707.00    |
| Minnesota & North Western.....              | 12,838.00    |
| Iowa Northern.....                          | 16,815.00    |
| Minneapolis & St. Louis.....                | 12,838.00    |
| Ottumwa & Kirkville.....                    | 80,417.00    |
| Prairie du Chien & McGregor.....            | 76,682.00    |
| Sioux City & Pacific.....                   | 43,614.00    |
| Keokuk & Western.....                       | 6,649.00     |
| Council Bluffs & St. Louis.....             | 11,595.00    |
| Burlington & Northwestern.....              | 5,045.00     |
| Cedar Rapids & Marion Street Railway.....   | 3,205.00     |

The valuation of the following roads is the assessed valuation of the Executive Council, in its report dated March 7, 1887. The assessment was made on a basis of about twenty-five per cent of the value and four times the figures given quoted below would give the value as per this method of computation:

|                                       |             |
|---------------------------------------|-------------|
| St. Louis, Keokuk & Northwestern..... | \$ 3,000.00 |
| Wabash, St. Louis & Pacific.....      | 3,000.00    |
| Centerville, Moravia & Albia.....     | 3,000.00    |
| Mason City & Fort Dodge.....          | 3,000.00    |
| Clarinda & St. Louis.....             | 3,000.00    |
| Burlington & Western.....             | 1,500.00    |
| Des Moines, Osceola & Southern.....   | 1,500.00    |
| Fort Madison & Northwestern.....      | 1,500.00    |
| St. Louis, Des Moines & Northern..... | 1,500.00    |

The following circular was addressed to General Managers of the different roads, and their replies are given on subsequent pages:

DES MOINES, IOWA, October 26, 1887.

General Manager:

□ DEAR SIR—The fifth division of section 4, chapter 77, laws of the Twentieth General Assembly, makes it the duty of the Railroad Commissioners to report to the Governor each year, "the cost and actual present cash value of each railroad and its equipment, including permanent way, buildings and rolling stock, and all fixtures and conveniences for transacting its business."

The attention of the Commissioners has been drawn by the Governor to their neglect in former reports to report the cost and present cash value of the railroads in the State. Will you kindly furnish them at as early a date as practicable, the cost and present cash value of each of your lines in the State, or, if you prefer it, of the property in the aggregate. You will observe that in division ten of the same section (number 4) that they are to report "such statistics of the road and its transportation business, as in the judgment of the Commissioners may be necessary and proper for the information of the General Assembly or as may be required by the Governor."

By order of the Board.

W. W. AINSWORTH,  
Secretary.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO.,  
CHICAGO, December 3, 1887. }

To the Honorable Board of Railroad Commissioners of the State of Iowa, Des Moines, Iowa:

GENTLEMEN—In reply to yours of the 26th ult., requesting this company to show "the cost and present cash value of its railway and its equipment, including its permanent way, buildings and rolling stock and fixtures and conveniences for transacting its business." I respectfully submit:

1. As to the cost of the property. The greater portion of its railway in Iowa was built by other corporations, whose books and accounts never came into the possession of this company, and it has no other sources from which such information can be secured.

2. As to the present value of the property mentioned. The information called for consists in opinions based upon facts as accessible to your honorable Board as to any officer of this company. These opinions fluctuate constantly because of cross-prospects, the financial condition of the country and the possibility of legislation which may materially affect such value. I am advised that the "present cash value" of property is measured by the price which it would command if offered at public sale to the highest bidder for cash in hand. What price the railways of this company in Iowa would command at such a sale cannot, in my judgment, be approximately conjectured. If such conjectures were feasible the communication of them to your honorable Board would not answer your questions. To both, we say, respectfully, we do not know. Yours truly,

E. ST. JOHN,  
General Manager.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY CO.,  
ST. PAUL, MINN., November 23, 1887. }

W. W. AINSWORTH, Esq., Secretary State Board of Commissioners, Des Moines, Iowa:

DEAR SIR—In accordance with your circular letter of October 26, and in answer to question No. 28, on page 6 of the Iowa report for the year ending June 30, 1887, I would say: that we would estimate the present cash value of the road and equipment in Iowa, as follows: Main line, including equipment, buildings, etc., \$1,143,845.10; Rock River Branch, including equipment, buildings, etc., \$161,800.64.

Trusting that the delay in answering your question has caused you no inconvenience, and that the estimate given above is satisfactory to you, I remain,

Yours very truly,

L. A. ROBINSON,  
Auditor.



## STATEMENT SHOWING HOW VALUATION IN IOWA IS ARRIVED AT.

## MAIN LINE 57.10 MILES.

|  |                 |
|--|-----------------|
| Chief engineer's valuation of road-bed, buildings, etc., per mile \$15,000 x 57.10 equals..... | \$ 856,500.00   |
| Terminal facilities at Sioux City.....   | 100,000.00      |
| Equipment per mile of road, estimated value per mile \$3,281 x 57.10 equals....                | 187,345.10      |
|  | \$ 1,143,845.10 |
| \$1,143,845.10 divided by 57.10 equals .....   | \$ 20,032.31    |

## ROCK RIVER BRANCH, 17.44 MILES.

|  |               |
|--|---------------|
| Chief engineer's valuation per mile \$6,000 x 17.44 equals ..... | \$ 104,640.00 |
| Equipment per mile of road \$3,281 x 17.44 equals.....           | 57,220.64     |
|  | \$ 161,860.64 |
| \$161,860.64 divided by 17.44 equals.....                        | \$ 9,321.00   |

DES MOINES, OSCEOLA & SOUTHERN RAILROAD, {  
DES MOINES, IOWA, NOV. 15, 1887. }

The Hon. Board R. R. Com'rs for Iowa, Des Moines Iowa:

DEAR SIR—In reply to yours of 26th ult. I would say that I have no means of ascertaining what the actual cost of the construction of this railroad was.

Its present cash value may be determined by the statement that on the 11th inst. I sold the road to M. V. B. Edgerly for \$305,000, including eleven miles in Missouri.

Respectfully,

E. R. MASON,  
Receiver.

CHICAGO & NORTHWESTERN RAILWAY CO. {  
CHICAGO, Oct. 31, 1887. }

W. W. AINSWORTH, Esq., Sec'y Board of R. R. Com'rs of Iowa, Des Moines, Iowa:

DEAR SIR—Your letter of Oct. 21, 1887, to J. M. Whitman, General Manager, has been handed me for reply to your inquiry respecting the "cost and actual cash value" of the Chicago & Northwestern Railway in Iowa.

We understand the information now asked to be the same asked by questions 26 to 29, on page 6 of your blank for report—to each of which questions an answer has been given in the report of this company for year ending June 30, 1887.

The questions as to "cost" have been answered by giving to the mileage in Iowa its proportion of the actual cost of all this company's road (as the cost has not been kept separate by states).

The question as to "present cash value" can of course be answered only by an estimate, which has been given in answer to question 23.

If anything other or different from this is intended by your letter to Mr. Whitman you will please advise me.

J. B. REDFIELD,  
Auditor.

BURLINGTON, CEDAR RAPIDS & NORTHERN RY CO. {  
CEDAR RAPIDS, IOWA, Oct. 28, 1887. }

W. W. AINSWORTH, Esq., Sec'y R. R. Com., Des Moines, Iowa:

DEAR SIR—In reply to your circular of 28th, requesting me to furnish to the Commission the cost and present value of our railway, I would say the cost, as shown by our annual report for 1886, was \$23,261,820.42. As shown by same report the net earnings were \$800,905.82; the interest account was \$749,898.19. Showing very nearly an even amount. On page 8, same report, note total mileage bonded at \$15,000 per mile, 969 miles. As the property is able to pay but five per cent on \$15,000 per mile, this is in, my judgment, all the property is worth at the present time.

Yours truly,

C. J. IVES,  
President.

HANNIBAL & ST. JOSEPH R. R. {  
KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS R. R. {  
St. Joseph, Mo., October 27, 1887. }

W. W. AINSWORTH, Esq., Secretary Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—I have your circular letter of the 26th inst., saying that our company is required to furnish statement of cost and present cash value of the road in Iowa. This it is utterly impossible for our road to do. The present cash value can only be estimated, and I cannot form any estimate without going elaborately into details, and having surveys made, and getting estimates of what it is worth, and even then I would not consider that the figures were worth much.

Yours truly,

W. F. MERRILL.

CHICAGO, IOWA & DAKOTA RAILWAY CO. {  
EL DORA, IOWA, October 31, 1887. }

W. W. AINSWORTH, Secretary Railroad Commission, Des Moines, Iowa:

DEAR SIR—Replying to your favor of October 26th, would say: The Chicago, Iowa & Dakota Railway Co. paid at the rate of \$15,000 per mile in first mortgage bonds upon the line, and \$15,000 of stock per mile, in addition to which, something over \$25,000 have been expended for permanent betterments.

Answering the second part of the inquiry, I would hardly feel justifiable in pronouncing the bonds, stock or railway as possessing the intrinsic or market value of one dollar to-day.

Very truly yours,

JOHN PORTER,  
General Manager.

KEOKUK & WESTERN RAILROAD CO. {  
KEOKUK, IOWA, October 29, 1887. }

W. W. AINSWORTH, Secretary Railroad Commission, Des Moines, Iowa:

DEAR SIR—Answering your letter of the 26th inst., I have no means of knowing the original cost of road in Iowa, but you will find below reasonable estimate of present value of line, as requested in yours above mentioned.

|  |           |
|--|-----------|
| Real estate (exclusive of buildings) ..... | \$ 18,836 |
| Roadway and track.....                     | 170,391   |
| Rolling stock, entire line .....           | 326,650   |
| Buildings.....                             | 18,143    |
| Total value.....                           | \$534,020 |

I shall send same for the Centerville, Moravia & Albia Railroad on Monday.

Yours truly,

J. F. HOWELL,  
Auditor.



ILLINOIS CENTRAL RAILROAD CO.,  
CHICAGO, NOV. 3, 1887.

W. W. AINSWORTH, Esq., Secretary Iowa Railroad Commission, Des Moines Iowa:

DEAR SIR—I have your circular letter of the 26th ult., and note your request that this Company would report the cost at present cash value, of each of its lines in the State of Iowa.

In reply, I would beg to state that this Company owns no railroads in the State of Iowa, but did, prior to October 1st, operate certain railroads by lease. It has no knowledge of the cost of these lines.

As an officer of the Illinois Central Railroad Company, I do not think I should be asked to attempt to fix the present cash value of the property of other parties. I shall be glad to furnish all the information in my power, but as to that now asked for, I certainly feel my inability to comply with the request. The cash value of a railroad is purely guess work, unless the property is put upon the market for sale.

Yours respectfully,

E. T. JEFFERY.

KEOKUK & WESTERN RAILROAD CO.,  
KEOKUK, IOWA, NOV. 1, 1887.

W. W. AINSWORTH, Secretary Railroad Commission, Des Moines, Iowa:

DEAR SIR—Below please find statement of present cash value of Centerville, Moravia & Albia Railroad, as requested in your letter of the 26th ult.:

|                         |            |
|-------------------------|------------|
| Real estate.....        | \$ 7,260   |
| Buildings.....          | 640        |
| Roadway and track ..... | 92,100     |
| Total.....              | \$ 100,000 |

Yours truly,

J. F. HOWELL,  
Auditor.

COUNCIL BLUFFS & ST. LOUIS RAILWAY,  
COUNCIL BLUFFS, IOWA, NOV. 1, 1887.

W. W. AINSWORTH, Esq., Secretary Railroad Commission, Des Moines, Iowa:

DEAR SIR—I have yours of 26th ult., addressed to A. E. Buchanan, Superintendent, in which you refer to certain sections of law, and ask report of cost and cash value of road.

Mr. Auditor Bedison had, on October 18, replied to certain other inquiries, supplementing annual report sent you September 8th.

I would beg to refer you to notation on pages 3, 5 and 6 of that report, and would further remark that as Receiver, I am not informed as to cost in any way.

In order, however, to meet your wishes, I would estimate cost: Whole line, 145 miles, \$2,350,000; \$16,200 per mile; In Iowa, 67 miles, \$1,085,400; \$16,200 per mile; and would estimate present cash value as the same.

I am not able, for reasons given above—being total lack of information—to sub-divide this into various items. I would suggest, however, that if you wish to do so, in order to complete your report you could take about same percentages of divisions as other roads show.

For reasons, as given in statement, page 6 of report, I cannot give any separate estimate as to rolling stock.

I will be ready at all times to comply with all provisions of the law, and meet any inquiries of Commissioners, so far as in my knowledge.

Respectfully yours,

THOS. MCKISSOCK,  
Receiver.

CLARINDA & ST. LOUIS RAILWAY,  
COUNCIL BLUFFS, IOWA, November 1, 1887.

W. W. AINSWORTH, Esq., Secretary Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—I have yours of Oct. 26th ultimo, addressed to A. E. Buchanan, Superintendent, in which you refer to certain sections of law, and ask report of cost and cash value of road.

Mr. Auditor Bedison had, on October 18th, replied to certain other inquiries, supplementing annual report sent you September 8th.

I would beg to refer you to notation on pages 3, 5 and 6 of that report, and would further remark that as Receiver I am not informed as to cost in any way. In order, however, to meet your wishes, I would estimate cost: Total cost, 21.5 miles, \$264,000; \$12,277.69 per mile; cost in Iowa, 11.5 miles, \$141,220; \$12,277.69 per mile. And would estimate present cash value as the same.

I am not able, for reasons given above—being total lack of information,—to subdivide this into various items. I would suggest, however, that, if you wish to do so in order to complete your report, you could take about same percentages of divisions as other roads show.

For reasons given in statement, page 6 of report, I cannot give any separate estimate as to rolling stock.

I will be ready at all times to comply with all provisions of the law and meet any inquiries of Commissioners, so far as in my knowledge.

Respectfully yours,

THOS. MCKISSOCK,  
Receiver.

MINNEAPOLIS & ST. LOUIS RAILWAY,  
MINNEAPOLIS, MINN., October 29, 1887.

W. W. AINSWORTH, Esq., Secretary Board Railroad & Warehouse Commissioners, Des Moines, Iowa:

DEAR SIR—Your communication of the 26th instant to Mr. Cable has been referred by him to me for reply.

The information asked for and required by the laws of your State, which you quote, it is impossible for us to give with any degree of accuracy.

On February 19th last, I addressed a communication to your predecessor, E. G. Morgan, on this subject, and gave him in that letter the closest approximate figures possible to the information you desire.

I have no further information at my command now that will enable me to give any additional or more exact figures on that subject, and I trust that you will find upon reference to it that it contains everything that you desire.

Yours truly,

W. H. TRUESDALE,  
President.

The following is a copy of the letter above referred to:

MINNEAPOLIS & ST. LOUIS RAILWAY,  
MINNEAPOLIS, MINN., February 19, 1887.

E. G. MORGAN, Esq., Secretary Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—I am in receipt of yours of the 17th instant, inclosing copy of a letter from Governor Larrabee, asking that we furnish certain additional information, as required by division 5, of section 4, chapter 77, acts of the Seventeenth General Assembly of Iowa, with regard to the cost and present actual cash value of our line of road and equipment, located and used within the State of Iowa.

I beg to say, in reply, that it would afford us great pleasure to furnish perfectly accurate



information on these topics if it were at all possible for us to do so; but at the time our Iowa lines were built, our people did not keep their books and accounts in a manner that will permit us to give this information at all, and it would be difficult to give anything like an accurate estimate of the cost of our Iowa lines.

As our reports show, there were two issues of bonds, which are a first lien on this line, as follows:

One of a million and fifteen thousand dollars on the line from Albert Lea to Fort Dodge, and another one of six hundred and thirty-six thousand dollars upon the line from Fort Dodge to Angus.

I have always understood that the gross amount realized by the company from these issues of bonds barely paid for the right of way and the construction of the road-bed, including the superstructure, stations and water buildings. It provided no rolling stock or equipment whatever for the line, and this had to be purchased by a subsequent issue of bonds; and the rolling stock purchased by it was purchased for the entire road, and no particular part of it was assigned particularly to the Iowa line.

I estimate the cost of the equipment used on this line as an average at about \$500,000. There has been expended in improvements to the property since its construction, I should judge, from one hundred to one hundred and fifty thousand dollars.

The Fort Dodge & Fort Ridgely Railroad Company and the Minnesota & Iowa Southern Railroad Company were consolidated with this company about the year 1881. By the terms of this consolidation, the Minneapolis & St. Louis Company were required to issue a certain amount of its stock to the holders of stock of the above named roads. There was also more or less local aid voted to our company to assist in the construction of its road, for which it issued its common stock at par. Just what the issue of stock on these accounts aggregate, it is impossible from our books and accounts to even approximate, but it is a large amount and was issued for money or other valuable considerations, and should certainly be fairly included in the capital.

With regard to the present cash value of the property, it is extremely difficult to give an estimate. Probably the net earnings of that portion of our line during the past three years is as good a basis upon which to estimate this as any other. For the years named below they were as follows: 1884, \$39,300; 1885, \$62,850; 1886, \$17,300; average, \$39,850.

The above are the net earnings, after deducting operating expenses and taxes.

This Iowa line is of some value as a feeder to the balance of the road, but does not give us a great amount of business that we would otherwise not get, or business that gives us, in addition to the above figures, any great amount of net money.

The cash value of the property, based on its earning ability, as shown above, with interest at seven per cent per annum, which is the regular interest we pay on our bonds on that line, will show it to be worth about \$503,283. Its additional value to this or any other line as a feeder, I should not regard as fairly worth to exceed fifty per cent in excess of the valuation established as above.

The foregoing is somewhat vague, I must admit, but is as near as it is possible for me to give the information requested by the Governor in the communication inclosed in your letter.

Yours truly,

W. H. TRUESDALE,  
President.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.,  
MILWAUKEE, November 7, 1887.

W. W. AINSWORTH, Esq., Secretary Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—Replying to your inquiry of 26th ult., to Mr. R. Miller, as to the cost of road and equipment in the State of Iowa, I would say that as our cost of road has not been kept separate as to the several States, we have no means of determining the actual cost within the State of Iowa.

The equipment is also used generally on all the lines of the company, and it is therefore impossible to state the amount or the cost of the same for Iowa.

The proportional cost of road and equipment in Iowa, on basis of miles of road, June 30, 1887, is \$49,076,940.95; average proportional cost per mile \$32,137.00.

Yours very truly,

J. P. WHALING,  
General Auditor.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY,  
MILWAUKEE, October 28, 1887.

W. W. AINSWORTH, Esq., Secretary Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—I have your favor of 26th inst. We will make a report of the cost of our property in the State of Iowa, as required.

As to making report of actual present cash value, it is something that the officers of this company cannot undertake to do. It would be a mere guess, and I do not feel competent to make a guess on that subject. There would be serious question as to what is meant by actual cash value—whether as to its actual value to its present owners or as to amount it could be sold for in cash, either one of which it is an absolute impossibility to state.

Yours truly,

ROSWELL MILLER,  
General Manager.

BURLINGTON & NORTHWESTERN RAILWAY,  
BURLINGTON & WESTERN RAILWAY,  
BURLINGTON, IOWA, November 24, 1887.

W. W. AINSWORTH, Esq., Secretary Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—I am in receipt of your letter of October 28th, asking for a report of the cost and present cash value of these roads.

The cost is fully set out in our annual report to the Honorable Board of Railroad Commissioners on the 30th day of June, 1887.

The present cash value is an item which it is very difficult to determine, and I am at a loss upon what basis to estimate it. The ordinary cash value of property may be determined by the price which it would bring in the open market. It may also have a cash value dependent upon its value as an investment and its capacity to earn a return upon capital invested, and in some cases as, for instance, buildings. Shops containing machinery or other material might be valuable only for the material out of which they are constructed and the amount which such material would be sold for. Neither of these methods, however, so far as I can see, can possibly lead to a determination of the value of these properties. I have no idea what they would bring if offered in the open market, or whether a bid could be obtained for one or either of the roads; as an investment they certainly are valueless.

For the past three years the Burlington & Northwestern Railway has earned \$11,061.54 over the cost of operating, and this amount should have been expended on the road itself to keep the property from deteriorating.

The Burlington & Western Railway has as yet never paid operating expenses and taxes, and in the four years of its operation has created a deficit of \$15,568.70. This while the road is new, and so far has required no renewal of ties or rails; what will be the result when both become necessary?

It is unquestionably true that the operation of the two roads together has been beneficial to each, and I doubt very much whether the Northwestern line, without such material benefit as it has derived from the running of trains in common, and a division of terminal and general expenses, would have paid for operating during the past three years. The record of the past is certainly not encouraging, and unless there are some reasonable grounds for hope that in the future the earning capacity will be increased, there seems to be no reasonable ground to expect that either road will pay any return upon the capital. It would be idle to



place a value upon them based upon a return to the owners, upon any portion of the capital invested.

The language of the Honorable Board of Commissioners in the case of the citizens of Northwood and Worth county against the Central Iowa Railway Company (page 468, report of 1882), would seem to indicate that they held the opinion that railroads must be operated even at a loss to its owners, when once constructed under the laws of this State; if such opinion is correct, the material in use in its track and bridges could have no value other than what it is worth in the maintenance and operation of these roads.

If these roads have a present cash valuation I am at a total loss upon what basis to estimate it. This year we pay taxes upon an assessed value of \$1,500.00 per mile; on the same basis that other property in the State is taxed, the railways should have an actual valuation of \$4,500.00 per mile; and still, while paying taxes on this amount, they have not paid one cent to the owners, and, so far as we judge at present, never may. Under all these circumstances I cannot urge too strongly on your Honorable Board that the valuation to be placed on the property should be merely nominal, certainly not to exceed \$1,000.00 per mile, and that the assessed value for taxable purposes should not be greater in proportion to such nominal value than that of other property.

I hope the Board will perceive the difficulties of the situation, and believe their views, after a careful consideration of the premises, will agree with those I have expressed.

Respectfully submitted,

JOHN T. GERRY.

CENTRAL IOWA RAILWAY, }  
MARSHALLTOWN, IOWA, NOV. 7, 1887. }

W. W. AINSWORTH, Esq., Sec'y R. R. Com., Des Moines, Iowa:

DEAR SIR—As required by yours of October 26th to Mr. E. L. Dudley, Receiver and General Manager, I enclose you a statement of the estimated present value of the property of the Central Iowa Railway in the State of Iowa and estimated value of the rolling stock on the whole line. This is similar to the statement made up for the Commissioners last winter, differences in valuations being noted at the foot. I trust this will be satisfactory and give the desired information.

I note that the cost is also required, which is impossible to furnish. All I can do in this respect is to give you the amount of stock and bonds issued and the expenditures from the treasury for the various items carried as construction. Please let me know if required.

Yours respectful y,

M. C. HEALION,  
Auditor.

# ESTIMATED PRESENT CASH VALUE OF THE PROPERTY OF THE CENTRAL IOWA RAILWAY.

Including roadway, buildings, rolling stock and real estate used exclusively in operating the road.

| DIV. OR BRANCH.      | COUNTY.                | Road mileage. | Right of way and other lands. | Buildings. | Track.       | Total.       |
|----------------------|------------------------|---------------|-------------------------------|------------|--------------|--------------|
| Main Line .....      | Mitchell .....         | 5,405         | 643.00                        | .....      | \$ 18,917.50 | \$ 19,560.50 |
|                      | Worth .....            | 16,459        | 2,670.00                      | 2,250.00   | 57,606.50    | 62,526.50    |
|                      | Cerro Gordo .....      | 24,340        | 3,093.00                      | 3,930.00   | 85,190.00    | 91,213.00    |
|                      | Franklin .....         | 27,096        | 4,095.00                      | 6,500.00   | 94,815.00    | 106,010.00   |
|                      | Hardin .....           | 28,990        | 4,524.00                      | 6,100.00   | 101,360.00   | 111,984.00   |
|                      | Marshall .....         | 29,790        | 5,185.00                      | 59,500.00  | 104,265.00   | 169,050.00   |
|                      | Jasper .....           | 3,989         | 532.00                        | 450.00     | 13,930.00    | 14,912.00    |
|                      | Poweshiek .....        | 22,810        | 3,483.00                      | 3,225.00   | 79,835.00    | 86,543.00    |
|                      | Mahaska .....          | 25,170        | 3,058.00                      | 5,450.00   | 88,695.00    | 96,603.00    |
|                      | Monroe .....           | 13,692        | 1,770.00                      | 1,900.00   | 47,922.00    | 51,592.00    |
|                      | Total .....            | 197,696       | 29,653.00                     | 88,405.00  | 691,936.00   | 809,994.00   |
| Belmond Branch ...   | Franklin .....         | 15,700        | 1,296.00                      | 500.00     | 47,100.00    | 48,896.00    |
|                      | Wright .....           | 6,503         | 938.00                        | 1,160.00   | 19,509.00    | 21,547.00    |
|                      | Total .....            | 22,203        | 2,234.00                      | 1,660.00   | 66,609.00    | 70,443.00    |
| Story City Branch .. | Marshall .....         | 15,010        | 1,795.00                      | 750.00     | 45,030.00    | 47,575.00    |
|                      | Story .....            | 19,500        | 2,204.00                      | 1,750.00   | 58,500.00    | 62,454.00    |
|                      | Total .....            | 34,510        | 3,999.00                      | 2,500.00   | 103,530.00   | 110,029.00   |
| State Center Branch  | Jasper .....           | 5,928         | 559.00                        | .....      | 17,784.00    | 18,343.00    |
|                      | Marshall .....         | 20,712        | 2,016.00                      | 1,500.00   | 62,136.00    | 65,652.00    |
|                      | Total .....            | 26,640        | 2,605.00                      | 1,500.00   | 79,920.00    | 84,025.00    |
| Montezuma Branch.    | Poweshiek .....        | 13,612        | 952.00                        | 1,000.00   | 40,836.00    | 42,788.00    |
|                      | Total .....            | 13,612        | 925.00                        | 1,000.00   | 40,836.00    | 42,788.00    |
| Newton Branch.....   | Jasper, main track...  | 20,781        | 1,802.00                      | 2,400.00   | 62,343.00    | 74,045.00    |
|                      | Jasp. stub to Lynnvill | 2,500         | .....                         | .....      | 7,500.00     | .....        |
|                      | Poweshiek .....        | .....         | 5.00                          | .....      | 210.00       | 215.00       |
|                      | Mahaska .....          | 6,897         | 657.00                        | 500.00     | 20,691.00    | 21,848.00    |
|                      | Total .....            | 30,248        | 2,464.00                      | 2,900.00   | 90,744.00    | 96,108.00    |
| Eastern Division.... | Mahaska .....          | 14,524        | 1,546.00                      | 750.00     | 42,972.00    | 45,268.00    |
|                      | Keokuk .....           | 26,528        | 2,556.00                      | 2,300.00   | 78,584.00    | 84,443.00    |
|                      | Washington .....       | 11,961        | 1,272.00                      | 250.00     | 35,582.00    | 37,105.00    |
|                      | Jefferson .....        | 1,500         | 180.00                        | .....      | 4,500.00     | 4,580.00     |
|                      | Henry .....            | 18,653        | 1,875.00                      | 2,350.00   | 55,959.00    | 60,184.00    |
|                      | Louisa .....           | 23,845        | 2,460.00                      | 3,450.00   | 71,535.00    | 77,445.00    |
|                      | Total .....            | 96,711        | 9,892.00                      | 9,100.00   | 290,133.00   | 309,125.00   |



## RECAPITULATION.

| DIVISION OR BRANCH.       | Road mile-<br>age. | Right of way<br>and depot<br>grounds. | Buildings. | Track.       | Total.       |
|---------------------------|--------------------|---------------------------------------|------------|--------------|--------------|
| Main Line .....           | 197,686            | 29,653.00                             | 88,405.00  | 619,326.00   | 809,994.00   |
| Belmond Branch .....      | 23,203             | 2,234.00                              | 1,600.00   | 66,609.00    | 70,443.00    |
| Story City Branch .....   | 31,510             | 3,999.00                              | 2,500.00   | 163,530.00   | 110,039.00   |
| State Center Branch ..... | 26,640             | 2,605.00                              | 1,500.00   | 79,920.00    | 84,525.00    |
| Montezuma Branch .....    | 13,612             | 932.00                                | 1,000.00   | 40,836.00    | 42,788.00    |
| Newton Branch .....       | 30,218             | 2,464.00                              | 2,900.00   | 90,744.00    | 96,168.00    |
| Eastern Division .....    | 96,711             | 9,892.00                              | 9,100.00   | 290,133.00   | 369,125.00   |
| Total .....               | 421,629            | 51,790.00                             | 167,005.00 | 1,363,708.00 | 1,522,512.00 |

Add approximate value of equipment in service as follows:

|   |              |
|---|--------------|
| 57 engines .....                        | \$171,000.00 |
| 19 passenger cars .....                 | 28,500.00    |
| 15 baggage, mail and express cars ..... | 16,125.00    |
| 667 box cars .....                      | 121,400.00   |
| 52 stock cars .....                     | 16,400.00    |
| 888 coal cars .....                     | 173,000.00   |
| Other cars .....                        | 10,614.00    |
| Total .....                             | 2,048,151.00 |

\* This equipment is used in common, operating the whole road, including 89,739 miles in Illinois.

The valuation of branch roads as above is \$300.00 per mile less, and the average value of locomotives is \$1,800.00 less than was reported to Executive Council for year 1886.

MARSHALLTOWN, IOWA, Nov. 1, 1887.

CEDAR RAPIDS & MARION RAILWAY COMPANY,  
CEDAR RAPIDS, IOWA, October 27, 1887. }

W. W. AINSWORTH, Esq., Secretary:

DEAR SIR—The information asked for in yours of 26th inst., was furnished by this company in their report of June 30, 1887.

Yours respectfully,

W. ELSON,  
Superintendent.

PRAIRIE DU CHIEN & MCGREGOR RAILWAY,  
PRAIRIE DU CHIEN, WIS., November 1, 1887. }

HON. W. W. AINSWORTH, Secretary Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—Your of October 26th at hand. The Prairie du Chien & McGregor Railway is a bridge across the Mississippi river between this place and North McGregor. The bridge was built originally in 1874, at a cost of \$100,000, but since that time has been rebuilt at a cost of \$150,000, which latter figure represents the present cash value of the bridge.

The bridge is principally in Wisconsin as the dividing State line is within about one quarter of a mile of the Iowa end of the bridge. Estimated in a mileage basis the value of the bridge in Iowa is between \$18,000 and \$20,000.

Yours truly,

THOS. C. LAWLER,  
Secretary and Treasurer, Prairie du Chien & McGregor Ry.

DES MOINES, November 4, 1887.

LUSK & BUNN, Attorneys, Saint Paul, Minnesota:

GENTLEMEN—Your letter of November 1st received and contents noted. The Commissioners appreciate the difficulty in answering the question as to the actual cash value of the property, in fact have never made it one of the questions to be answered, until their attention was called to the requirements of the law by the Governor.

They have prepared no formal questions for the purpose of making these returns, and in fact have no distinct idea of what was contemplated by the legislative mind when the requirement was made.

They think the Governor desires this valuation of the property for two purposes; first, as a standard for taxation; second, as an element in fixing rates in the State which may be done by the next general assembly.

The Commissioners desire the railway companies to assume the responsibility of such answer as they see fit to make with the conviction that their answers will be used in the future. They would also remind you that the provisions of the law are imperative.

Respectfully yours,

W. W. AINSWORTH,  
Secretary.

LUSK & BUNN, ATTORNEYS AND COUNSELORS,  
SAINT PAUL, MINN., Nov. 1, 1887. }

W. W. AINSWORTH, Esq., Secretary Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—Your circular of October 29th to Raymond Du Puy, General Manager, has been referred to us. You call attention to the requirements of chapter 77, laws Twentieth General Assembly, with regard to a return by railroad company of the cost and the actual present cash value of each railroad.

It is not difficult to furnish a return as to the cost, but it is practically impossible to make a return of the cash value. We should like to inquire of you if you have prepared any blanks for the purpose of making these returns; and if you have, we would like four copies of the same.

When we say it is impossible to make a return of the cash value of a railroad, yourself and the Commissioners will doubtless understand the reasons for this statement. There is no market for railroads, and a railroad probably never was sold for cash. Hence the impossibility of fixing any cash value. The estimate which the railroad company places upon the property is shown by the amount of bonds and stock issued, which are already stated in the returns heretofore made. We would be obliged if you would give us some idea of what the Commissioners understand by the cash value of a railroad.

Yours truly,

LUSK & BUNN.

ROOM 25, WILDER BLOCK,  
SAINT PAUL, Dec. 5, 1887. }

W. W. AINSWORTH, Esq., Secretary, Des Moines, Iowa:

DEAR SIR—Your esteemed favor of 2d inst only received.

It is impossible for me to tell the Commissioners what the "present cash value" of the road is. Since the road was opened, November 20, 1886, to date, it has barely paid operating expenses, so that in its present shape, it is of small value. If, however, the plans of the owners are carried out to build westward to Omaha, and to make other extensions and con-



nections, also to arrange for the development of the Lehigh coal fields, so as to provide for the present demand for coal, it is the expectation to make the road worth the face value of the bonds and stock.

I am desirous of giving the Commissioners all the information they may want respecting the road and its operation, and if the information above does not cover the point, I shall be glad to hear from you again.

Yours truly,

CHAS. H. BENEDICT,  
President, M. C. & F. D. R'y Co.

LUSKIN & BUNN, ATTORNEYS AND COUNSELORS,  
SAINT PAUL, MINN., Dec. 23, 1887.

W. W. AINSWORTH, Esq., Secretary Railway Commissioners, Des Moines, Iowa:

DEAR SIR—We enclose you return of the Chicago, St. Paul & Kansas City Railway Company to your circular of October 26, as being for cost and actual present cash value of railway.

This company has acquired all the road of the Minnesota & Northwestern Company, so that a return by the latter company is unnecessary.

We trust our delay has put the Commission to no inconvenience. We wished to wait until the above transfer was perfected, and until Mr. Stickney could be here and sign them personally.

Yours truly,

LUSK & BUNN.

To the Railroad Commissioners of the State of Iowa:

The Chicago, St. Paul & Kansas City Railway Company in compliance with your request under date of October 26, 1887, to return the cost and actual present cash value of its railroad, begs leave to return as follows:

It acquired, on the 8th day of December, 1887, all the railroad and property formerly belonging to the Minnesota & Northwestern Railroad Company, and is now the owner of about seven hundred and eighty-three and eight one-hundredths miles of completed railroad. The mileage in Iowa is four hundred, sixty-four and forty-one one-hundredths miles. The whole railroad has cost the amount of bonds and stock of this Company, and of the Minnesota & Northwestern Railroad Company outstanding, which is at this date as follows: Total amount of stock of both companies, \$17,834,809. Total amount of bonds of both companies, \$17,143,000.

The actual present cash value of said railroad depends almost entirely on its earning capacity present and prospective. Much of the road has been under construction during the past year, and a portion is not yet in operation or completed. The company is unable, therefore, to determine what its earning capacity is, or to determine more definitely its actual present cash value.

Dated December 23, 1887.

CHICAGO, ST. PAUL & KANSAS CITY RAILWAY CO.,  
By A. B. STICKNEY,  
President.

STATE OF MINNESOTA, } ss.  
RAMSEY COUNTY.

A. B. Stickney being duly sworn deposes and says he is the President of the Chicago, St. Paul & Kansas City Railway Company; that the foregoing return by him subscribed is true to the best of his knowledge, information and belief.

A. B. STICKNEY.

Subscribed and sworn to before me this 23d day of December, 1887.

ROBT. C. WIGHT,  
Notary Public, Ramsey county, Minnesota.

CHICAGO, October 31, 1887.

W. W. AINSWORTH, Secretary Iowa Railroad Commissioners:

DEAR SIR—Herewith please find statement showing the cost of construction of the lines owned by the Chicago, Burlington & Quincy Railroad Company in Iowa, also the cost of the equipment of Chicago, Burlington & Quincy Railroad.

We cannot locate the equipment account accurately between the different states other than is shown by the statement.

Yours truly,

JNO. L. LATHROP,  
General Auditor.

Cost of construction of lines owned by the Chicago, Burlington & Quincy Railroad Company in Iowa, to June 30, 1887.

| NAME OF LINE.  | Cost of construction. | Miles covered. |
|--|-----------------------|----------------|
| Burlington & Missouri River, including Creston, Chariton and Red Oak branches..... | \$ 20,105,381.37      | 397.310        |
| Keokuk & St. Paul.....   | 1,544,916.41          | 42.277         |
| Albia, Knoxville & Des Moines.....   | 505,879.40            | 32.924         |
| Nebraska City, Sidney & Northeastern.....  | 223,222.12            | 21.116         |
| Moulton & Albia.....   | 123,251.90            | 11.509         |
| Creston & Northern.....  | 213,005.34            | 27.424         |
| Brownville & N. V.....   | 251,608.14            | 15.000         |
| Brownville & N. V. Extension.....  | 180,878.81            | *20.004        |
| Chariton, Des Moines & Southern.....   | 309,574.33            | 33.000         |
| Clarinda, C. S. & S. W.....  | 427,761.77            | 17.818         |
| Leon, Mt. Airy & S. W.....   | 630,544.36            | 31.200         |
| Leon, Mt. Airy & S. W. Extension.....  | 1,149,511.18          | 167.500        |
| Des Moines & Knoxville.....  | 862,817.69            | 35.017         |
| Red Oak & Atlantic.....  | 207,878.62            | 18.041         |
| Hastings & Avoca.....  | 162,707.89            | 15.792         |
| Western Iowa.....  | 351,197.68            | 20.327         |
| Total.....   | \$ 27,309,837.07      | 809.250        |

\*9.448 miles in Missouri.

†50.270 miles in Missouri.

Miles operated belonging to other roads have been deducted in each case.

The equipment account for the whole road was \$20,862,903.73. This covers the equipment over a mileage of 4,224.733 miles, distributed between different States, as follows:

|               |           |
|---------------|-----------|
| Illinois..... | 1,174.340 |
| Iowa.....     | 797.572   |
| Missouri..... | 311.192   |
| Nebraska..... | 1,781.799 |
| Kansas.....   | 184.940   |
| Colorado..... | 174.890   |
| Total.....    | 4,224.733 |

As this equipment is inter-changeable to a great extent between the different States, a close distribution cannot now be given.



OFFICE OF RAILROAD COMMISSIONERS,  
DES MOINES, December 2, 1887.

J. L. LATHROP, *General Auditor Chicago, Burlington & Quincy Railroad, Chicago, Ill.*

DEAR SIR—In reporting upon the cost and present cash value of your road, in yours of October 31st, you give cost of construction and equipment but make no mention of present cash value. Is it your intention that the Commissioners use the figures there given, \$27,309,837.07, as representing the present cash value? If not, will you kindly furnish the additional data requested, at the earliest opportunity?

Respectfully yours,

W. W. AINSWORTH,  
*Secretary.*

CHICAGO, December 5, 1887.

W. W. AINSWORTH, Esq., *Secretary Iowa Railroad Commissioners:*

DEAR SIR—Yours of the 2d is at hand, and we would say that the question of actual value of our property is made up of so many elements, its cost, its earnings, its saleable qualities and demand for it, and so many varied conditions, that it must always be somewhat uncertain. None of this property has ever been upon the market for sale, so we cannot have the advantage of the selling price as a test of value.

Under the circumstances, what more can we do than to give the Commission the cost, earnings, and any other specific financial facts which will enable it to estimate the cash value?

We have already endeavored to give the Commission all of the facts regarding the property, which are known to us.

Yours truly,

JNO. L. LATHROP.

P. S.—We would add that we do not concede that the sum of \$27,309,837.07, which was the cost of the C., B. & Q. lines in Iowa and Missouri, can be taken as their actual cash value to-day.

HUMESTON & SHENANDOAH RAILROAD COMPANY,  
WASHINGTON, D. C. Dec. 13, 1887.

W. W. AINSWORTH, Esq., *Secretary Iowa Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR—Your letter of October 26th, was forwarded to our General Manager for his views, and has just been returned. It seems to me that the Commissioners ought to suggest what they regard as the correct basis for estimating "present value" of the Humeston & Shenandoah Road. The cost of the property you have, and its earning capacity. Do you wish an opinion as to what the road could be built for at the present time? Or do you wish an expression of opinion as to what it would sell for?

The General Manager informs me that the valuation of all the property of the company, December 31, 1886, was fixed and returned to the Executive Committee as \$520,827.00; and on this valuation the earnings for the same year produced four per cent return.

If the property was put upon the market for sale, for cash, is there any reason to suppose it will sell for more than \$520,827? What it would bring must be largely a matter of conjecture. Certain it is that the property is being prudently and economically managed, and earns every dollar it can legitimately.

Awaiting your suggestions, I remain,  
Yours truly,

W. W. BALDWIN,  
*President.*

HUMESTON & SHENANDOAH RAILROAD COMPANY,  
BURLINGTON, IOWA, Dec. 31, 1887.

W. W. AINSWORTH, *Secretary Iowa Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR—I have not the slightest desire to be captious or technical in regard to what should be said respecting the "present cash value" of the Humeston & Shenandoah Railroad. You present the situation from my view as an officer of the company, as well as from the Commissioners' stand-point, in the following sentences of your letter: "They (the Commissioners) know the cost of the property and its earning capacity. While there are several methods of reaching the result, they supposed no one more capable of giving the information than the officers to whose care the property is entrusted." You are quite correct in saying that the Commissioners look to us for "information." That we have given freely and cheerfully, all the information and facts at our command, and will always continue to do; yet, with this information, and with all their experience, and with every facility for comparison of different properties, you say that the Commissioners do not know what is a correct basis for making estimates of present values, and that "there are several methods of reaching the result," etc.

I respectfully ask that you file with the Commissioners this letter and my letter of December 13th, as suggesting my view of the several methods. I do not think that my opinion, expressed to the Commissioners, as to which of these they should adopt, would be of service to them.

Yours truly,

W. W. BALDWIN,  
*President.*

MASON CITY & FORT DODGE RAILROAD COMPANY,  
ST. PAUL, MINN., November 23, 1887.

*Secretary State Board of Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR—In response to your recent inquiry as to the cost of the Mason City & Fort Dodge Railroad, I beg to state that the road was built and equipped under contract, and paid for by the company in its bonds and capital stock, at the rate of \$15,000 and \$10,000 per mile respectively. The company has never had access to the books or accounts of the contractor, and does not know what money it cost him to build and equip the road as aforesaid. I may state for your information, however, that it is generally understood that the cost was considerably in excess of the contractor's estimate, owing mainly to the difficult work encountered on the Lehigh branch, getting down to the Des Moines River.

If there is any additional information that the Commissioners desire, and you will advise me what it is, I shall be very happy to give it, if within the power of the Company to do so.

Yours truly,

CHAS. H. BENEDICT,  
*President.*



## INVESTIGATION OF ACCIDENTS.

STATE OF IOWA,  
OFFICE OF THE RAILROAD COMMISSIONERS,  
Des Moines, October 1, 1887.

HON. WILLIAM LARRABEE, Governor of Iowa:

SIR—In compliance with section 14, chapter 77, acts of Seventeenth General Assembly, we respectfully submit the following report as the result of our investigation of the accident occurring on the Chicago, Burlington & Quincy Railroad, about one and a half miles east of Afton, on the afternoon of September 7, 1887. The train, No. 7, called the "Fast Mail," going west, S. B. Childs, conductor, and John Stockdale, engineer, ran into the rear of passenger train No. 3, R. L. Hill, conductor, and William Van Gant, engineer. The engine of No. 7 went about half its length into the sleeper of No. 3, killing Aggie May Mosier (child), and injuring the following named persons:

| NAME.                          | RESIDENCE.              | INJURY.                             |
|--------------------------------|-------------------------|-------------------------------------|
| Mrs. J. P. Roach.....          | Creston .....           | Back sprained.                      |
| Mrs. Chas. Cook .....          | Brooklyn, N. Y. ....    | Slightly bruised.                   |
| Mr. Chas. Cook .....           | Brooklyn, N. Y. ....    | Slightly bruised.                   |
| Master Jno. N. Cook .....      | Brooklyn, N. Y. ....    | Scalded; since died.                |
| Miss A. B. Morrell.....        | Red Oak .....           | Scalded; since died.                |
| Mr. K. C. Fullerton.....       | Charlotte, Mich. ....   | Back badly bruised.                 |
| Miss Edna Bader (child).....   | Charlotte, Mich. ....   | Back badly scalded.                 |
| Mr. L. J. Gray .....           | Greenfield .....        | Left hand injured.                  |
| Mrs. M. E. Steffey .....       | Boonsboro .....         | Left wrist sprained.                |
| Mr. C. L. Smith.....           | Harrisonville, Mo. .... | Back injured.                       |
| Mr. B. Baughenam.....          | Charlotte, Mich. ....   | Cut and slightly scalded.           |
| Mrs. B. Baughenam.....         | Charlotte, Mich. ....   | Cut and slightly scalded.           |
| Mrs. Sarah Gribinger.....      | Cleveland, O. ....      | Badly scalded.                      |
| Mrs. E. E. Mosier.....         | Creston .....           | Left leg broken.                    |
| Mr. W. A. Hamplin.....         | Burlington .....        | Wrist cut; bruised.                 |
| Mr. John Stockdale, engineer.. | Creston .....           | Ankle sprained; jumping from train. |

The end sought by the investigation being to throw all light possible upon the cause or causes of the accident, in order to avoid similar accidents in the future, the Commissioners endeavored to reach those causes regardless of where the responsibility may rest. The facts seem to be these: At Chariton the conductors of No. 3 and No. 7 received the following order:

"OTTUMWA, 9-7, 1887.

Order No. 32.

Conductors No. 3 and 7, Chariton: Approach Diagonal crossing at Grand River carefully, expecting to be flagged. Slow up a little at east end of curve east of Lucas. 12 J. B. M.  
(Signed)

HILL, No. 3, 11:45 P. M.  
CHILDS, No. 7, 12:46 A. M."

These trains seem to have left Chariton very nearly on time, No. 3 sixty-one minutes ahead of No. 7, and nothing occurred to delay their progress until No. 3, the passenger train, was nearing Thayer, eight miles east of Afton and six and one half miles east of the place of collision. Here, it appears, there were three sections of freight train No. 19, going west, meeting three other freight trains coming east, and the delay of the east-bound trains in getting onto sidetracks detained the west-bound sections of No. 19, thus delaying No. 3. As No. 3 slacked up east of Thayer, the flagman, Alfred K. Jones, of this train, jumped off and went back to protect his train, and when some five telegraph poles back put a torpedo on the rail and was then called in by the engineer, but neither took up the torpedo he had put out nor put on another, the usual sign to show that all was now clear. Arriving at Thayer, No. 3 received this order:

"OTTUMWA, 9-7, '87

Order No. 44.

Con. and Eng. 2d, 3d and 4th 19, and No. 3, Thayer: Second, third and fourth No. 19 will run Thayer to Afton ahead of No. 3. 12 J. M. B.  
(Signed)

JENNINGS, 2-19, 1:19 P.  
HEATER, 3-19, 1:19 P.  
McHALE, 4-19, 1:23 P.  
HILL, No. 3, 1:35 P."

With this order No. 3 pulled out of Thayer. The first two miles out of Thayer is nearly all an up-grade of some fifty feet to the mile. Then the track descends for nearly two miles to Grand River Bridge, and after passing the Diagonal crossing it is up grade to Afton, the last mile being about sixty feet to the mile, making nearly six miles of the eight between Thayer and Afton up grade. When No. 3 left Thayer it was at the very least seven minutes late, making it only fifteen minutes ahead of fast mail, a train making thirty-four to thirty-five miles an hour by the time card. Mr. Hill, conductor of No. 3, knowing from orders received at Thayer that three sections of freight train No. 19 were between him and Afton, the last section of which was an hour and thirty-one minutes late at Thayer, after working his train, taking up tickets between Thayer and Afton, went back through the diner and sleeper and cautioned his flagman, saying: "We may have trouble at the foot of Afton grade with these freights, and you had better watch out for the fast mail, because we shall be very close on to No. 7's time, if we are not already on it." Mr. Hill says: "this flagman had always been a very reliable man, and I left him at that and went forward again to the head of my train to take care of my tickets and checks that I had in my



pocket." This train consisted of a sleeper, dining car, four coaches, and the usual baggage and express cars, and had some eighty passengers on board.

While assorting his tickets Mr. Hill felt the train slow up, and then come to a full stop. When Mr. Hill left his flagman, after giving him the caution to look out for No. 7, the train had just reached the top of the hill between Thayer and the Diagonal crossing. As the train dropped down over the hill, the engineer applied the brakes slightly, as section four of 19 was in sight. The flagman feeling the train slack up a little, jumped off, although the train was then going at the rate of fifteen miles an hour. Mr. Hill did not think the speed had slackened enough to allow him to do so, and supposed he was still on the train. Mr. Hill further says: "As soon as I felt my engineer stopping I closed my ticket box, and, as I was about in the middle of the car, went to one end, I don't know which, front or rear end, and got off. I looked ahead and saw the freight train. I looked back and could not see my flagman, and I was confident he got off to flag all right, and I started back to the rear end, but hadn't gone more than a car length before I saw the fast mail coming. It may have been a minute, but I don't know, and it may be that it was not a minute before it struck. I should say the fast mail was 12,000 to 15,000 feet away when I first saw it." Before he could reach the rear end of his train the engine had struck and plowed its way half its length into the sleeper, with the result as already stated. It should be mentioned that the fast mail, in coming into Thayer, ran over the torpedo put there by the flagman, but as no one appeared to explain, and the engineer could see all the way down into Thayer, he went slowly in and pulled up to the water tank to take water. He was motioned to go ahead by some one on the east bound freight. Thayer is a telegraph station.

Here was a rear end collision in broad daylight—about 2 p. m.—causing fatal injuries to some of the victims and very serious ones to others. Somewhere there is fault. Can we find where?

Let us see. The Chicago, Burlington & Quincy Railroad Company, as a matter of extra precaution to guard against rear end collisions has adopted the plan of carrying a flagman on the rear of passenger trains, whose express and only duty it is to protect that end of the train against following trains. The general orders to these flagmen are to watch carefully and whenever the train slows down to step off and go back at least twenty telegraph poles, unless sooner called in, put a torpedo on the rail and then signal the coming train by waving a red flag by day or a red lantern by night as a signal of danger.

When the coming train is stopped, the flagman is then to inform the engineer or conductor or both why he flagged the train. Then the officers of the flagged train after being informed of what is ahead are to control their train accordingly. Mr. Hill having cautioned his flagman as stated, so as to put him on his guard, supposed this flagman jumped off as the train began to slow up for the freight train near the foot of Afton hill and that he was between his train and the fast mail, upon whose time he then was, while the facts are that some four miles from this spot while the train was

going fifteen miles an hour as was estimated, and east of the Diagonal crossing where each train had orders to expect to be flagged this flagman jumped off his train, put a torpedo on the rail, and when No. 7 came up flagged it so that it came to a dead stop, after passing some two or three car lengths beyond the flagman. The flagman ran up to the rear end of the train and as he got on says he signalled to go ahead "slowly," giving the usual signal with his hands, but the engineer and conductor testify that he signalled him to "go ahead," and then jumped on to the rear of the train and went into the car. Here he rode between three and four miles and neglected to tell the conductor (who was sitting in the car) or any one else what he was there for, why he flagged the train or what was ahead, neither did the conductor, Mr. Childs, ask him why he flagged the train, but just as the engine dashed into the rear end of the sleeper Mr. Childs testifies that he was just formulating the following question to ask the flagman, thus: "Did they flag you at the bridge," but before he could ask the question they struck. Mr. Childs testifies in these words: "After passing over Grand River hill I heard the explosion of a torpedo. My engineer answered the flag (of the flagman) by two short whistles and stopped the train. I was expecting to be flagged at the Diagonal bridge, and supposed that I was flagged for the bridge. I pulled open the side door and looked out and saw No. 3's flagman. We had passed him I should say three car lengths. We waited until he came up. As he came up I saw him give the signal to go ahead with his flag in his hand, a regular go ahead signal. He was running to come up with me and was near the rear end of my train when he gave the signal. I stood in the door expecting him to come into the car and inform me what he was there for."

This flagman did go into the car, remarked to Mr. Childs "it was cooler this morning," passed the time of day with Mr. Childs, and rode between three and four miles right in front of Mr. Childs and did not tell why he flagged them, nor was asked why he was there. That flagman had the knowledge necessary, if he had imparted it to save the impending fate of those in that sleeper—he *was there for that very purpose*. The conductor says he "was looking for him to come into the car and tell what he was there for." He came in and rode at least eight minutes, but did not tell his reasons for flagging the train to either conductor or engineer, nor was he asked to tell. Further comment here is unnecessary. Let us now turn to some other facts. When No. 3 reached Thayer it was warned of freight trains between there and Afton by order No. 44 from the dispatcher, saying: "Sections 2, 3 and 4 of 19 will run ahead of No. 3 to Afton," and when No. 3 pulled out of Afton she was seven minutes late at least. This would give her only fifteen minutes ahead of the fast mail.

Now, with three delayed freight trains ahead of No. 3, and No. 3 seven minutes late and three-fourths of the way from Thayer to Afton being up grade, and only fifteen minutes from No. 7's time at Thayer, it does seem to us that No. 7 should have had some cautionary orders at Thayer. No. 6 of the general rules in regard to the running of trains, reads: "Passenger trains must in no case leave a station within twenty minutes of a preceding



passenger train, and other trains must in no case leave a station within five minutes of any preceding train." The words "other trains" must of course mean freight trains. The twenty minutes between passenger trains is to insure safety to the preceding train, because the passenger train following is expected to run faster than the other trains.

Now if it is necessary to place twenty minutes between passenger trains because of the speed of following trains, and the danger to those riding in the preceding passenger trains, it does seem that as much precautionary time should be required between a passenger train and a following train running faster than any passenger train. It does certainly appear that the dispatcher, in allowing the fast mail to leave a station within twenty minutes of a preceding passenger train, was violating rule No. 6,—a rule in our judgment very proper and wise. In this case the violation was greatly aggravated, because it must be patent to a dispatcher of any experience that those freight trains ahead of No. 3 could not possibly get out of the way in time, before No. 3 would be on No. 7's time at Afton. When the dispatcher was asked by the Commissioners why he did not give cautionary orders to No. 7, knowing that No. 3 was being delayed more or less by freight trains ahead and that she would be on No. 7's time, he replied as follows: "I had told the operator at Afton to let me know when 2d 19 was coming. At 1:50 they were there. Third and fourth 19 followed 2d right out of Thayer; 3d 19 was 5 cars light, and 4th 19 was 1½ cars light and had been making good time. I expected that they would follow 2d 19 right into Afton, and knowing 2d 19 was at Afton I did not think it necessary to caution No. 7."

This dispatcher *had no right* to "expect" 4th 19 to follow 2d 19 "right into Afton," for, as shown from his own order, it was nine minutes later out of Thayer than either 2d or 3d 19. See order No. 44.

Without going further with the facts in this case, we may sum it up by saying that, from beginning to end, every mistake made by every one having any responsibility in the tragic affair arose from "presuming" that things were thus and so, instead of getting at the real facts and acting on certain knowledge. The dispatcher "expected" trains would make certain time, and did not hold the fast mail at Thayer or caution it as should have been done, after allowing No. 3 and the freight trains to leave there. Jones, the flagman, "assumed" that his train, No. 3, had gone on to Afton, because it went out of his sight, and did not tell the conductor of No. 7 what was ahead. The conductor of No. 7 "supposed" that No. 3 had been flagged at the bridge and then had gone on without calling in its flagman, so as to get out of No. 7's way, and left the flagman to be picked up by him. The engineer of No. 7 "supposed" of course the flagman would tell his conductor what was wrong, if anything, and let him know if it was necessary to proceed with caution, and after going carefully and feeling his way along until he could see a clear track ahead for a mile or more, and getting no word from his conductor or the flagman, he "supposed" all was safe and went ahead at his usual speed, instead of insisting on knowing all before going at all.

Mr. Hill, conductor of No. 3, after giving an extra caution to his flagman,

turned to his duties collecting tickets, and took it *for granted* that his flagman got off at the proper place and did his duty. Thus it was "expect," "suppose," "assume," and "taken for granted," when no one knew from actual knowledge the real facts, except it was the flagman, and on this assumption acted, or more correctly failed to act, with the sad result we all deplore. The moral to be drawn must be this:

In running railroad trains nothing must be taken for granted, nothing must be presumed. Rule No. 12 is a safe one, and "in case of doubt take the safe course." It was doubtful about No. 3 getting to Afton out of the way of No. 7. It consequently would have been safe to have cautioned No. 7 at Thayer until No. 3 was at Afton, or held it.

Respectfully submitted,

PETER A. DEY,  
L. S. COFFIN,  
SPENCER SMITH,  
*Commissioners.*

ATTEST:

W. W. AINSWORTH, *Secretary.*

STATE OF IOWA, }  
OFFICE OF THE RAILROAD COMMISSIONERS, }  
DES MOINES, Oct. 14, 1887. }

HON. WILLIAM LARRABEE, *Governor of Iowa:*

SIR—On the morning of September 19th, 1887, at about 7 o'clock, the north bound passenger train, known as No. 3, on the Chicago, Milwaukee & St. Paul Railway, and the south bound passenger train, known as No. 4, came together on the curve around Eagle Point, about two miles north of the passenger depot of this road in Dubuque. Charles Fales, the engineer of No. 4, Wm. Richmond, fireman of No. 4, Elmer Winchester, engineer of No. 3, and Edward Cummings, his fireman, and John Parentti, brakeman, were killed.

Conductor Clark of No. 4 was bruised about the chest and three ribs were broken. Of the passengers, Julia Ryan of Buena Vista, was cut upon the cheek, and her right elbow was bruised; Mrs. Solomon Anderson of Tombstone, Arizona, sustained injuries of the chest, hip and elbow, and her ankle was sprained; J. J. O'Brien, express messenger, was cut on the forehead, face and head, also on the right groin and abdomen; J. S. Blair of Savanna, baggage master of No. 4, had his head severely cut and was bruised on the right leg and arm; J. E. Hurley of Clinton, mail agent, was bruised on the back and legs; Albert Fromelt of Dubuque was injured on right side of chest, arm and hand; brakeman Robert Mumma had his shoulder bruised and spine injured, and lower limbs paralyzed; Richard Wright of Holy



Cross had his neck and shoulder bruised and left ankle sprained; W. W. Kitchen of West Union, abrasion on breast; H. G. Pile of Bellevue, cut on forehead and chest injured.

On the 22d of September the Commissioners went to Dubuque, and upon investigation found the facts to be substantially as follows:

According to the time table, Peru, the first station north of Dubuque, was the regular meeting place for passenger trains 3 and 4 at 6.51 A. M. There was a dense fog at the time of the collision and a sharp curve at the point of meeting, with an unobstructed view of but three hundred feet. No. 3, the north bound train was in charge of W. A. Wolcott, conductor, of Savanna, Ill., Elmer Winchester of Dubuque, engineer, Edward P. Cummings of Dubuque, fireman, and John Parentti of Milwaukee, brakeman. No. 4, the south bound train, was in charge of A. A. Clark of Dubuque, conductor, Charles Fales of Dubuque, engineer, Wm. Richmond of Dubuque, fireman, and Robert Mumma, brakeman. Orders are issued under the rules in duplicate to conductor and engineer. The conductor reads the order over to the engineer to see if both understand it alike. The conductor then telegraphs his understanding of the order to the dispatcher. If this understanding is correct, the dispatcher responds "O. K.," with the hour and minute of time; "12" is the signature of the dispatcher, and "13" that of the engineer and conductor.

The train dispatcher sent an order to the conductor and engineer of No. 4 at Turkey River in regular form as follows:

"Order 5. LaCrosse, 9, 19, '87. C. & E. of No. 4 at Turkey River. No. 3 and 4 will meet at Peru. 12. M. M. F. 13. Clark and Fales. 5 O. K. 6.08 A. M. M. M. F. Jackson, operator."

No. 3, the north bound train, arrived at Dubuque shops in time. Conductor Wolcott registered and received the following orders:

"No. 5. LaC. 9, 19, '87. C. & E. No. 3 Dubuque shops. Nos. 3 and 4 will meet at Peru. 12. M. M. F. 13. Wolcott-Winchester. 12. M. M. F. 5 O. K. 6.42 A. M. M. M. F. (Melavan)."

Conductor Wolcott having been informed that an engine was to go north ahead of No. 3, as the first section of No. 3, refused to go under order No. 5, claiming to the operator that he was now the second section of No. 3, and as such must have orders. The order No. 5 was then changed by the dispatcher at LaCrosse to read in the head, "C. & E. 2d No. 3," with the body of the order still reading "No. 3." Wolcott started on his order, but discovering that the body of the order remained unchanged, he stopped the train, and in company with engineer Winchester returned to the telegraph office and again refused to go under the order.

While waiting for corrected orders, Wolcott testified that "the night dispatcher at LaCrosse said No. 4 was waiting at Peru."

Orders No. 7 and 8, read as follows:

"No. 7, La C., 9—19, '87. Wolcott and engineer Dub. Shops: Run second section No. 3, Dubuque Shops to Turkey River, and No. 3 Turkey River to North McGregor. 13 Wolcott, 13 Winchester. 12 M. M. F. OK. 6:42 A. M. M. M. B. Melavern, Operator. No. 8, La Crosse, 9—19, '87. Wolcott and E. second No. 3 Dub. Shops. Meet No. 4 at Peru. 12 M. M. F. 13 Wolcott, 13 Winchester. 8 OK. 6:58 A. M. M. M. F. Melavern, Operator."

The order to the first section No. 3, was as follows:

"No. 6, La Crosse, 9—19, '87. Royce and engineer. Meet No. 4 at Peru and run first section No. 3 and carry signals Dubuque Shops to Turkey River. 12 M. M. F. Royce and Court. 6 OK. 6:42 A. M. M. M. F. Melavern, Operator."

It was on order No. 8 that the second section of No. 3 started 20 minutes late. Seven minutes later the collision occurred.

These orders given by the dispatcher show a confusion in his mind as to the actual condition, he insisting that Wolcott should have gone on his first order. In changing the address of order five to read "C. & E. 2nd No. 3," at the request of conductor Wolcott he did not change the order which directed "No. 3 to meet No. 4" until his attention was called to this second error by Wolcott. In order No. 7 the dispatcher directed "Wolcott and engineer to run second section No. 3 Dubuque shops to Turkey river and No. 3 Turkey river to North McGregor," thus virtually suspending No. 3, until after the second section had reached Turkey river, after which time the second section was to run as "No. 3" to North McGregor. In the meantime under this order was there any No. 3?

Conductor G. W. Royce in charge of the engine of first section of No. 3 says that he carried the usual danger signals on front of the engine, viz.: Two red flags. That when he arrived near the switch at Peru the engineer gave the usual signals, and was properly answered by No. 4. He then ran slowly until he came up opposite No. 4. Conductor Clark was standing on the front steps of the baggage car. "I asked him, who are you? He answered, 'I am No. 4.' I answered back, 'I am 1st section of No. 3.' I then pulled on to the west end of switch, got off to throw switch, and discovered that No. 4 was gone. I left Dubuque shops at 6:46, and arrived at Peru at 6:56. No. 4 left Peru about 7. This covered the five minutes."

Edwin Court, the engineer of the 1st section of No. 3, corroborates the testimony of Royce in every material point. Conductor Clark was in so serious a condition that the Commissioners did not examine him, but left a list of questions to be answered and forwarded. Afterward one of the Commissioners went to Dubuque and took Mr. Clark's testimony as follows:

*In the matter of the Eagle Point collision on the morning September 19, 1887.*

*Testimony of A. A. Clark (sworn), taken at Dubuque, October 6, 1887.*

"My name is A. A. Clark, age 35 years; residence Thirteenth street, Bell block; occupation, conductor. Have had fifteen years experience in rail-roading as brakeman and conductor; have been conductor for about twelve years; am extra passenger conductor on the Dubuque Division of the C. M. & St. P. R. R., have been on this division five years last March. On the morning of September 19, 1887, I was the conductor in charge of passenger train No. 4 east bound. I arrived at Turkey river that morning at 6:06, one minute late. The operator turned the red signal, the order signal, on me. I went in and dispatcher sent me order No. 5, which was addressed "C. & E. No. 4" and reads "No. three (3) and No. four (4) will meet at Peru" (copy



of order produced.) I received that order at 6:08, gave one copy to engineer Fales, and we pulled four minutes late. We pulled into Specht's ferry at 6:41, four minutes late, made our regular stop and pulled out at 6:42. As I was pulling out I was standing on the rear steps of the head car, the operator said to me, "No. 3 is running in two sections." I remarked back, "That makes no difference to me if he had no orders for us." It struck me at that moment that they could not run two sections against me as I had no orders to meet two sections, as I had been directed by the chief train dispatcher of this division, M. M. Fowler, that when an order like that had been given that the ruling train would have a right to go ahead after the first section had arrived, after waiting five minutes for a variation in watches under rule 44. This was at an examination at La Crosse, in August last. We were not all examined at once, and the statement of the dispatcher above referred to was not made during my examination, but was told me by others that had been examined. We arrived at Peru at 6:53, two minutes late. When we stopped I got off of the train and walked up to the engineer and said: "Fales there is a chance for an argument on these orders." He said, "Why." I said, "the operator at Specht's ferry told me that No. 3 is running in two sections." Fales said, "That don't make any difference to us, as second section can't get here unless they come coupled together, or the first section brings us orders." I got up on the engine and said, "We will read the rules on the back of the card." We read rule 45. Fales said, "it says, the same time table rights and the first section by time table rights could not get here until 6:51." "Our orders will let first section come here, but second section cannot get here on time table rights. After first section gets here, we will go." And I said, "We will go as we have a right to go." The fireman, William Richmond, heard the entire conversation and said, that if "Winchester (the engineer of 2nd section of 3) gets the same orders we have, he won't come against us." Winchester was regarded by us all as good authority on time card. I got down from the engine and the first section of 3 gave the usual whistle signals, one long and three short blasts, and my brakeman threw the switch to head them in on the side track. My engineer answered the whistles, the same as they gave. The engine pulled up opposite where I was standing on the steps of the coach, I asked the conductor "who he was," he answered, "First section of No. 3." "I told him I was No. 4," this is what we call registering. Then Fales pulled out at 7 o'clock even. I looked at my watch to see if the five minutes for variation of watches had expired, and it was just seven o'clock. I walked back into the rear end of the combination car, the head car, and sat down.

There is a highway crossing at Eagle Point over which we have orders to run six miles an hour. I felt the air brakes applied, and thought the engineer was slacking up for that crossing. Immediately thereafter we came together. I think we were running at from 35 to 40 miles an hour, and if there had been any doubt in the mind of either the engineer or myself of our right to the track to Dubuque, we would not have been running at that speed.

My train consisted of a combination baggage and smoking car, two

coaches and a sleeper. I had about thirty passengers. I did not notice any fog at Peru, and was not out of the car after we left Peru until we struck. I am satisfied that under the rules I was justified in doing what I did.

Train Dispatcher James P. Rogers identified all the orders heretofore referred to. He stated that he told the operator at Specht's Ferry, the first telegraph station north of Dubuque, to tell the conductor of No. 4 that No. 3 was in two sections; that afterward he concluded to issue a regular order to that effect, and called the operator at Specht's Ferry, but failed to get him. When he finally got him he said that No. 4 had passed.

Mr. A. Ott, agent and operator at Specht's Ferry, says that he received instructions from Dispatcher Rogers to tell the conductor of No. 4 that there were two sections of No. 3; that he took it down on a slip of paper that he might not forget it, and kept the paper in his hand until No. 4 had arrived and that he told Conductor Clark. Clark made no reply. No. 4 left Specht's Ferry at 6:42, five minutes late.

Rule 104, of the general rules of the Chicago, Milwaukee & St. Paul Railway, reads as follows: "In moving trains by special orders, each section shall be taken and considered as a separate and distinct train, and shall receive and run only under special orders addressed to its own conductor and engineer." It was under this rule that Conductor Wolcott properly insisted at the Dubuque shops in having his order correctly worded before leaving, so that there could be no possible misunderstanding.

Rule No. 40 is as follows: "Trains in a specified direction will have the absolute right to track over trains of similar or inferior class moving in opposite direction. This will be indicated on the different divisions by special rule on the face of time card."

The time table states by special note at the bottom that "trains going east will have the right to track against trains of the same class going in opposite direction." This rule and note on the time table gave No. 4 the right of track as against No. 3. Under this rule, Rule 104, it is claimed that the conductor of No. 4 had a right to regard the first section of No. 3 as the No. 3 he was ordered to meet at Peru, and to expect the second section to keep out of his way.

Rule 45 is as follows: "When there is more than one train running on the time of a regular, the leading section, or sections, will carry red signals, and the following section, or sections, will have precisely the same time table rights as the leading section, and no more." The leading section in this case, a single engine running under telegraph orders as the first section of No. 3, had no time table rights, and under the rule the question arises, whether the conductor of No. 4, after registering with the first section of No. 3 at Peru, had not good reason to think that this was the No. 3 he was to meet at Peru under his telegraph order, and that the second section of No. 3 would meet him at Dubuque?

Rule 105 is as follows: "Should a train having the right to the road be directed not to leave a station until a specified time unless another train has arrived, the train so held will wait five minutes for safety before proceeding, if the expected train does not arrive by the time specified. The five



minutes must not be used as running time by either train, as it is intended to guard against the possibility of differences in watches."

Conductor Royce fixed the time of the pulling out of No. 4 as five minutes late, but having the right of track, and having held until the first section of 3 arrived, Conductor Clark probably determined that he was entitled under 104 and the other rules to pull out for Dubuque.

The testimony taken shows that the conductors and engineers of both Nos. 3 and 4 were men of many years' experience, and regarded as careful and reliable. The train dispatcher, Rogers, had had, however, but two years' experience in that capacity, although he had served as operator for six years. After dividing No. 3 into two sections, and ordering both to meet No. 4 at Peru, he should have issued a new order to No. 4 at Specht's Ferry, to meet first and second sections of No. 3 at Peru. He must have constituted the first section of No. 3 before No. 4 reached Specht's Ferry, or had it in his mind to do so, otherwise he would not have told the operator at that place to tell No. 4 that No. 3 was in two sections.

The proper order for No. 4 at Specht's Ferry would have averted the collision. If, however, the order creating the first section of No. 3 was given after No. 4 left the last telegraph station, the blame that attaches to the dispatcher is in no manner mitigated, as he should not, in any case, change the conditions and circumstances of meeting trains after the time has gone by when he can advise all trains or sections of trains in any manner interested of the new and changed conditions.

#### OPINIONS OF EXPERTS.

The following expert testimony was elicited:

The following question was propounded to Superintendent W. J. Underwood: "From your knowledge gained through long years of experience in the operating department of railroads, and from your personal knowledge, and from information received in your official capacity of this accident, upon whom and where do you place the responsibility of this collision?"

*Answer:* I place it, first, on the dispatcher, for giving an indefinite and wrong order. Second, on the conductor and engineer of No. 4, for not obeying the order given, or at least not regarding the doubt which is provided for in the rules. In giving an order for a train of two sections, the order should have read, "meet the first and second sections of No. 3," instead of train No. 3, "at Peru."

When the order was given to 4 and 3 there was no first section of No. 3, but when the order was given there were signals on the first section of No. 3 that should have informed 4 that there were sections following. Ninth clause of Rule 25. Signal on engine should have given all information needed by No. 4. It is the duty of the conductor and engineer to use these signals and register verbally, under Rule 60. Train No. 3 had not properly arrived until the last section was in. A dispatcher, after giving an order to a train, has no right to change the order without giving notice to both

trains. The dispatcher might have sent an order to No. 4 by the first section of No. 3. Train No. 4 had the right of track.

Train Dispatcher Rogers was of the opinion that "each section of a train is not a train, but the orders should be issued to both sections. I consider both sections of No. 3 to be one train, and first section part of the train, and that No. 4 should wait for all sections for which signals were carried. A dispatcher should communicate with all sections of a train separately, but the opposing train should not necessarily have notice that there were two or more sections, under Rule 104."

Mr. A. Walcott, 53 years of age and 20 years service in operating department, was of the opinion that "in moving sections of a train all orders should be addressed to conductor and engineer of each section, and the opposite train notified by order of the number of sections they are to meet at meeting point. In running such a train as No. 4, I would have thought meeting an engine alone with signals, at Peru, that it was not all of No. 3. If they registered as first section of No. 3, I should have remained until the second section came."

Conductor G. W. Royce, aged 52, conductor for 23 years, said: "With signals given I should have thought it unsafe to leave Peru. Do not think order to No. 4 was explicit enough. Should have read: No. 4 meet sections 1 and 2 of No. 3 at Peru. Do not think No. 3 was complete until both sections arrived. Usually orders specify what sections we are to meet."

Edwin Court, engineer of 11 years' experience, said: "It is usual when meeting more than one section of a train, for the order to specify where they shall meet. I think No. 4 should have waited at Peru. If No. 4 had no orders when it reached Peru, it being a ruling train, would have gone on its own time whether No. 3 was there or not."

Fales Wood, locomotive engineer, 10 years' experience, 6 as fireman and 4 as an engineer, said: "Rule 104 applies to trains run by telegraph. Each section of a train shall be regarded as a separate train. All orders given should be given to each conductor and engineer separately. If I had been in Mr. Fales' place, and received orders from Nos. 3 and 4 to meet at Peru, and on arriving at Peru found first section of 3 there carrying red signals, I should have considered it all my order expected me to meet. The time card would give me rights over the second section, as according to the time table rights of No. 3. I would have waited five minutes for variations of watches. According to Rule 104, movement of trains by telegraph, and No. 4 having the right to the road, second section of No. 3 would have no right to avail itself of any special telegraph order given the first section. I would not regard that I was in any manner held for the second section if my orders did not embody more than train No. 3. Red signals mean that an engine following has the same time table rights as the first section, which in this case was not good against No. 4 on its own time and with right of track.

"The order at Turkey River made a definite meeting point for Nos. 3 and 4. No. 4 should have had the same order that was given to the second section of No. 3; but, having passed all telegraph stations on its original order, had no knowledge that the dispatcher had made a meeting point for them



with the second section of No. 3 at Peru. Am nephew of Engineer Fales, of No. 4, who was killed."

Rule 4 reads: "Special rules shall supersede general rules and be fully observed while in force."

These rules are all deemed important, and a strict observance of each and all of them is absolutely required. In all cases of doubt, take the safe course. Under the head of "movement of trains by telegraph" is found form "E," which is as follows:

"..... and Engineer: Run first section No..... and carry signals ..... to ..... and engineer run second section No..... to ..... The leading train shall be considered the first section of the number of train named in the order, the second train the second section, and so on."

There appears to be no question under the rules, that when Nos. 3 and 4 were ordered by the train dispatcher by special telegraph order to meet at Peru, that they both became trains running under telegraph orders, and that all time card rights and track rights so far as each other was concerned were suspended until the dispatcher's order had been complied with and they had met at Peru.

The mooted question is, whether, under the rules, No. 4 ceased to be running under orders and had its time table rights and right of track restored after meeting the first section of No. 3 at Peru; and if that was the No. 3 that it was ordered by the dispatcher to meet at that station? There is no question but what the conductor and engineer of No. 4 knew that No. 3 was comprised of two sections, and Conductor Clark states in his testimony that the operator at Specht's Ferry advised him of that fact, and that he had a consultation in the cab with his engineer and fireman over the rules while waiting at Peru before the first section of No. 3 arrived, and that the conductor of the first section registered as "first section of No. 3," and gave the usual signals and carried the red flags indicating that there was another section following with the same rights.

The inquiry may be properly made here whether the first section of No. 3, running as it was on the telegraph orders and carrying the signals, did not give notice to the conductor and engineer of No. 4 that the section following was also a telegraph section and not a time card section?

Rule 104 says that "in moving train by special orders each section shall be taken and considered a *separate and distinct train*, etc. Did not a strict construction of this rule, taken by itself, make the first section of No. 3 the train No. 3 that No. 4 was to meet under its order at Peru? If it does not, was not the time card and track rights of No. 4 restored after meeting the "first section," and was it not entitled to go after waiting five minutes for a variation of watches, provided for in Rule 44? which reads: "No train having the right to the road must leave any station when by the time table it should meet a train of the same class until five minutes after its time," etc. A construction of Rule 104, however, in conjunction with form "E" materially modifies the understanding of the rule, as form "E" says, "The leading train shall be considered the first section of the number of trains in

the order." The number of the train in the order given to No. 4 was 3, and under this form could the first section of No. 3 be regarded as all of No. 3?

A modification of Rule 104, so as to read: "In moving trains by special orders, each section shall be taken and considered as separate and distinct and shall receive and run only under special orders addressed to its own conductor and engineer"; but the different sections shall together constitute but one train, would remove the ambiguity and conflict with form "E."

If, however, the conductor (Clark) of No. 4, while discussing the meaning of the rules on the cab of the engine, had kept in mind the concluding clause of Rule 4, "*In all cases of doubt take the safe one*," the accident would have been averted. Although the fact of the conductor and engineer of No. 4 starting their train and running it at the high rate of speed at which it was running when it struck, would indicate that there was no doubt in their minds of their right to go. It would seem that the rules might be further modified so as to provide that no change should be made in the meeting of trains or sections of trains without giving notice to all trains or sections of trains that may be affected by the change, and that no changes whatever should be made after all trains interested had passed beyond reach of the dispatcher. Rules regulating the running of trains should be definite and certain, and if possible should be so framed as to admit of but one interpretation.

Respectfully submitted,

PETER A. DEV,  
LORENZO S. COFFIN,  
SPENCER SMITH,  
*Commissioners.*

Attest:

W. W. AINSWORTH,  
*Secretary.*



STATE OF IOWA,  
OFFICE OF RAILROAD COMMISSIONERS,  
DES MOINES, IOWA, October 20, 1887.

HON. WILLIAM LARRABEE, *Governor of Iowa:*

DEAR SIR—We again report to you another very serious accident, which occurred on the Chicago, Milwaukee & St. Paul Railroad between Inwood, Iowa, and Canton, Dakota, on the morning of the 20th of September, which resulted in the death of three men, the engineer and fireman of the train following, and a man in the employ of the telegraph company who was asleep in the saloon of the forward train.

Freight train No. 12, C. H. Milliken, conductor, Jacob Hanson, engineer, going east, stopped at Inwood at about 4 o'clock Tuesday morning, September 20th to set out two cars. The station grounds at Inwood are on a grade of about sixteen feet to the mile, sloping mostly to the west, being on the summit between the Rock and Big Sioux rivers. The depot building is placed about one-third of the way from the east to the west end of the yard, and perhaps 500 feet from the point where the grade turns downward to the east. As the train came into the station ground it pulled up so that the entire train was east of the depot. Here it was stopped and the conductor asked the brakeman to set a brake and leave it on. This was done on the last car, next to the way car.

The conductor then passed along to near the middle of the train and gave the signal to the engineer to slack back so he could pull a pin and cut the train in two. The engineer slacked back, but before the conductor could pull the pin the engineer "pulled out the slack, and stopped right dead," and so tightened the coupling as to make it impossible for the conductor to remove the pin, and he again gave the signal to slack back sharp, which was done, giving the cars a severe blow. This time the pin was lifted out, and the engineer being signalled to go ahead, went on with the forward part of the train over the east switch in order to set the last two cars of this part of the train in on the side track. There was left on the main track the rear part of the train, consisting of nine cars and the caboose, eight cars loaded with grain, one empty, and in the caboose one passenger asleep.

While the head end of the train went forward over the east switch with the two brakemen on it to work the switch and brakes, the conductor went up the side track to where he was to leave the two empties, and threw over what is called the "trap switch," so the cars could come in onto this side track. This was about 100 feet from the rear part of the train. After throwing the trap switch he turned toward the main track, "and saw the lights on his caboose;" he then walked back a short distance to see if two

cars standing there could be moved down a little, so his two could be put in. He walked around on the north side of these cars, bringing them between him and his train, came round on the south side and again "saw the lights of his train, and thought it was standing still, just as he left it." He then went to get the cars in over the trap switch, and as soon as they were backed in over the switch he pulled the pin ahead of the two cars, and signaled to go ahead. There was some little delay in starting (about one-half minute). Meantime he went to the trap-switch and threw it, and when he looked he saw that the rear part of his train was moving past, down the yard. He followed the cars as fast as he could run," but before he could come up with them they went beyond the west switch on to the grade where it is fifty feet to the mile, and got away from him. This was about 4 o'clock and 5 minutes, or 4 o'clock and 6 minutes.

As soon as the conductor, Milliken, found it impossible to catch his train, he hurried to the station house and aroused the day operator, and had him call Canton, hoping by chance the passenger train No. 2 might possibly be a few minutes late. But it was too late, as the train had left Canton two minutes before.

At this time, as nearly as can be ascertained, passenger train No. 2, going east, Josiah M. Morse, conductor, W. A. Plagg, engineer, Charles Dunbar, fireman, left Canton, Dakota. This was a mixed train, consisting of one car live stock, baggage car, two coaches and a sleeper, carrying some twenty-five passengers. Andrew Derrett, a "line man" was the only passenger in the caboose of the runaway train, and probably never awakened.

At the point where these cars struck the passenger train the view ahead was limited by curves and trees. If the engineer and fireman of No. 2 saw the train coming at all they could have seen it but for a moment, as the accumulated speed of the freight train could not have been less than forty to fifty miles an hour, and the passenger train about twenty miles. These three men, the engineer, fireman and telegraph man in the caboose were instantly killed, and when dug out from under the mass of wreckage piled upon them, were found jammed up against the head of the engine, the fireman, with his shovel in his hand, and the conductor, with his watch-chain lying across his hand, as though he had just been looking at the time. It so happened that the passenger train had just crossed the bridge over the Big Sioux river. The trains come together not over twenty rods east of the bridge. Had the passenger train been two or three seconds later, and the collision been on the bridge, the consequence might have been still more terrible. As it was, it seems almost miraculous that a passenger train could have met with such a collision without greater loss of life.

The station grounds are on the summit of the divide between the Big Sioux river and the Rock river. For a long while there was no station building here at this place. A short platform was all the accommodation offered to the public. This platform was perhaps 500 feet west of the actual apex or brow of the summit.

In 1885 a depot was built. This was very near if not at the place where this platform was, and as said above about 500 feet from the point where



the grade up from the east end and commenced to descend to the west. Whenever it is necessary to cut off any cars of the trains from the west, leaving a part on the main track in order to do some switching with the engine, they must necessarily be left on this sixteen foot road. The switches are not far from 2,000 feet apart and outside of these switches the grade descends rapidly eastward. This grade is fifty feet to the mile.

The official profile, filed in this office, shows a level track of about eight hundred feet on this summit. Whether this was designed in the original survey to be used as station grounds we are not informed, but it would seem that a moderate out lay would have furnished a yard of 1,600 or 2,000 feet that would have been practically level.

As the yard now is cars will stand without any brakes on. When the caboose is left standing near the station building it often requires three or four men to push it down toward the west part of the yard where there is a turn-table.

With a one per cent grade descending for four or five miles in each direction from this station, securing level grounds was more important than in almost any other locality; instead of this, almost the entire length was on a grade of sixteen feet to the mile.

It is true that on this grade cars would not start by gravity, and if started with considerable momentum, would stop, but this does not do away with the fact that the element of danger is always connected with handling cars on a summit like this, and all the level grade that can be obtained lessens the liability for accident. The conductor used all the precaution that a prudent man would under the circumstances. He ordered a brake set on the last car but one, which was done, and left them standing, with a full conviction that they were entirely safe. Experiments made since, demonstrate that a brake in good condition, placed as this was, would hold this train of ten cars on a fifty foot grade.

The Commissioners, after the examination, have full confidence in the testimony of the conductor and brakeman, and believe that the brake on this car was probably set; why it did not hold, is now, and must always be, a matter of conjecture.

With facts as they believe them to be, first, that the cars could not start or keep moving if started on this grade; second, with a brake set that would hold them on a grade more than three times as steep, the question arises, what carried them past the switch.

There was a strong wind blowing from the southeast, striking the train at an angle, and strong enough to move the cars on this descending grade, probably not strong enough to have moved them if the grade had been level. It is probable that the dog and ratchet which hold the brake when set, may have been worn somewhat rounding, so that the jar made by the locomotive in setting back the train to uncouple may have thrown this brake off.

When fairly outside the station grounds the cars on the fifty feet grade would acquire momentum rapidly, and the velocity attained at the foot of four miles of continuous fifty feet grade is hard to estimate. It certainly is fortunate, under the circumstances, that more lives were not lost.

The conclusions reached by the Commissioners are, first, that in a place located as this station is, there should be level grounds if practicable, and they think they are so here; second, that care should be taken in inspecting brake rods, dogs, etc., so that the brake may be effective, as they evidently were not in this case; third, that if these grounds are to remain as they are, that provision should be made in all cars for contingencies like this by putting on additional brakes. They think that some rule or order broad enough to guard against the failure of a single brake, should be enforced in the future.

Perhaps it would in cases like this with the steep grades each side the summit, it would be prudent to leave a brakeman or some one in charge of the train left standing. It is evident that a brakeman in reach of this train could readily have stopped it.

Respectfully submitted,

PETER A. DEY,  
LORENZO S. COFFIN,  
SPENCER SMITH,  
*Commissioners.*

ATTEST:

W. W. AINSWORTH,  
*Secretary.*



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RETURNS  
OF THE  
RAILROAD COMPANIES,  
FOR THE YEAR ENDING JUNE 30TH, 1887.

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REPORT  
OF THE  
BURLINGTON, CEDAR RAPIDS & NORTHERN  
RAILWAY COMPANY,  
FOR THE YEAR ENDING JUNE 30, 1887.

CAPITAL STOCK.

|   |               |                 |
|---|---------------|-----------------|
| Amount authorized by articles of association .....                | \$ 10,000,000 |                 |
| Amount authorized by vote of the company .....                    | 30,000,000    |                 |
| Number of shares issued, 55,000 : amount paid in .....            |               | \$ 5,500,000.00 |
| Amount of common stock issued .....                               | 5,500,000     |                 |
| C. R., I. F. & N. W., authorized by articles of incorporation.... | 2,000,000     |                 |
| By vote of the company.....                                       | 18,000,000    |                 |
| Number of shares issued, 6,000.....                               |               | 605,000.00      |
| Ia. City & W., authorized by articles of incorporation .....      | 2,000,000     |                 |
| Number of shares issued, 6,000.....                               |               | 600,000.00      |
| Ced. R. & Clinton, authorized by articles of incorporation.....   | 2,000,000     |                 |
| Number of shares issued, 3,000 ..                                 |               | 300,000.00      |
| Chi., Dec. & Minn., authorized by articles of incorporation.....  | 2,000,000     |                 |
| Number of shares issued, 2,300.....                               |               | 230,000.00      |
| Total amount paid in, as per books of the company .....           |               | \$ 7,235,000.00 |
| Total miles of road owned by company.....                         | 402.08        |                 |
| Amount of stock per mile of road.....                             | \$ 7,139.37   |                 |
| Amount of stock representing the road in Iowa .....               | 7,013,145     |                 |
| Pro rata—B., C. R. & N.....                                       | \$ 5,500,000  |                 |
| Iowa City .....   | 600,000       |                 |
| Iowa Falls .....  | 383,145       |                 |
| Clinton .....   | 300,000       |                 |
| Decorah .....   | 230,000       |                 |
| Amount of stock held in Iowa.....                                 | 11,000.00     |                 |
| Total number of stockholders .....                                | 421           |                 |
| Number of stockholders in Iowa .....                              | 10            |                 |

Under the contract lease with the leased lines the controlling amount of stock is issued to the Burlington, Cedar Rapids & Northern R'y Co., out of which from time to time the stock is to be issued on the certificates of the county treasurers for the local aid under the law governing such.



## DEBT.

## Funded debt as follows:

|  |    |              |
|--|----|--------------|
| First mortgage bonds due June, 1906, rate of interest 5 per cent ..... | \$ | 6,500,000.00 |
| Amount of interest paid on same during the year.....                   | \$ | 325,000      |

## LEASED LINES.

|  |                 |
|--|-----------------|
| Minneapolis & St. Louis, first mortgage bonds, due June, 1927; at 7 per cent.....                    | 150,000         |
| Interest on same .....   | 10,500          |
| Iowa City, first mortgage bonds, due June, 1909; at 7 per cent .....                                 | 584,000         |
| Interest on same .....   | 40,880          |
| Cedar Rapids, Iowa Falls & Northwestern, first mortgage bonds, due April, 1920; at 6 per cent.....   | 825,000         |
| Interest on same .....   | 49,500          |
| Cedar Rapids, Iowa Falls & Northwestern, first mortgage bonds, due October, 1921; at 5 per cent..... | 1,905,000       |
| Interest on same .....   | 95,250          |
| Consolidated bonds due April, 1934, at 5 per cent.....   | 4,816,000       |
| Interest on same .....   | 240,800         |
| Total amount of funded debt.....   | \$ 6,500,000.00 |

## Floating debt:

|  |                  |
|--|------------------|
| Incurred for vouchers and pay rolls .....  | 240,130.51       |
| Total amount of floating debt.....   | 240,130.51       |
| Contingent liability as guarantor of bonds or debt of other roads, proprietary ..... | 8,280,000.00     |
| B., C. R. & N. R'y Co .....  | 6,500,000.00     |
| Total amount of debt liabilities .....   | \$ 15,020,130.51 |

|   |                  |
|---|------------------|
| Amount of debt per mile of road .....                                 | \$ 14,614.00     |
| Amount of debt representing the road in Iowa, on mortgage loans ..... | \$ 12,585,230.08 |
| Total amount of stock and debt.....                                   | 22,255,130.51    |
| Amount of stock and debt per mile of road.....                        | 21,653.38        |
| Amount of interest paid representing the road in Iowa.....            | 632,606.39       |

## COST OF ROAD AND EQUIPMENT.

|   |                  |
|---|------------------|
| Construction of road and branches (not reported separately) .....           | \$ 19,455,675.65 |
| Grading.....  | 182,672.69       |
| Bridging and masonry .....  | 26,009.25        |
| Superstructure, including rails .....                                       | 231,224.51       |
| Land, land damages and fences .....   | 4,241.97         |
| Passenger and freight stations, coal sheds and water stations .....         | 31,118.38        |
| Engine houses, car sheds and turn-tables .....                              | 12,615.46        |
| Engineering, agencies, salaries and other expenses during construction..... | 7,963.33         |
| All other items charged to construction not enumerated above .....          | 29,485.47        |
| Total expended for construction .....                                       | \$ 19,981,108.71 |
| Average cost of construction per mile of road [1,127.79 miles] .....        | \$ 19,440.83     |
| Proportion of cost of construction for Iowa [861.22] .....                  | 16,742,431.61    |

## COST OF EQUIPMENT.

|   |                  |
|---|------------------|
| Locomotives .....   | \$ 1,085,970.32  |
| Snow-plows on wheels .....  | 1,932.90         |
| Passenger, mail, baggage and express cars.....  | 342,730.95       |
| Freight and other cars .....  | 2,042,921.46     |
| Wrecking cars, pile drivers and tools .....   | 1,769.21         |
| Total for equipment.....  | \$ 3,425,314.48  |
| Average cost of equipment per mile of road operated by company [1,027.79 miles] ..... | \$ 3,332.70      |
| Proportion of cost of equipment for Iowa [861.22 miles] .....                         | 2,870,187.89     |
| Total cost of road and equipment.....   | \$ 23,406,421.55 |
| Average cost of road and equipment per mile [1,027.79 miles].....                     | 22,773.54        |
| Proportion of cost of road and equipment for Iowa [861.22 miles].....                 | 19,613,028.61    |
| Average cost of road and equipment per mile in Iowa [861.22 miles] .....              | 22,773.84        |

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|   |               |
|---|---------------|
| Sioux Falls Branch—   |               |
| Grading .....   | \$ 182,672.69 |
| Bridging and masonry .....  | 26,009.25     |
| Superstructure, including rails .....                                   | 231,224.51    |
| Land, land damages and fences .....                                     | 4,241.97      |
| Passenger and freight stations, coal sheds and water stations.....      | 31,118.38     |
| Engine houses, car sheds and turn-tables.....                           | 12,615.46     |
| Engineering, agencies, salaries and other expenses during construction. | 7,963.33      |
| Purchase of other roads:  |               |
| Right of way Sioux Falls Branch .....                                   | 23,962.33     |
| Right of way C. R., I. F. & N. W. R'y .....                             | 3,732.00      |
| Right of way Cedar Rapids & Clinton .....                               | 1,766.14      |
| Right of way Chicago, Dec. & Minn. R'y .....                            | 25.00         |
| Total for construction.....   | \$ 525,431.05 |

## EQUIPMENT.

## Number.

|  |    |               |
|--|----|---------------|
| Locomotives .....                                    | 1  | \$ 11,243.81  |
| New snow plows .....                                 | 1  | 821.05        |
| Passenger, mail, baggage and express cars.....       | 8  | 12,361.75     |
| Freight and other cars—flat cars.....                | 16 | 5,229.60      |
| Total equipment.....                                 |    | \$ 29,356.21  |
| B., C. R. & N., old right of way claims.....         |    | 7,771.32      |
| Real estate .....                                    |    | 3,257.27      |
| Total expenditures charged to property accounts..... |    | \$ 505,815.86 |
| Net addition to property accounts for the year.....  |    | \$ 505,815.86 |



## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                      | THROUGH.      | LOCAL.        | TOTAL.        |
|----------------------|---------------|---------------|---------------|
| July, 1886.....      | \$ 25,370.48  | \$ 37,178.89  | \$ 62,549.37  |
| August, 1886.....    | 31,179.30     | 35,895.74     | 67,075.04     |
| September, 1886..... | 37,323.41     | 39,379.85     | 76,703.26     |
| October, 1886.....   | 39,454.92     | 34,365.88     | 73,820.80     |
| November, 1886.....  | 26,655.41     | 28,260.24     | 54,915.65     |
| December, 1886.....  | 23,565.33     | 29,567.58     | 53,132.91     |
| January, 1887.....   | 16,524.66     | 22,924.44     | 39,449.10     |
| February, 1887.....  | 14,567.37     | 22,717.28     | 37,284.65     |
| March, 1887.....     | 25,203.28     | 31,895.52     | 57,098.80     |
| April, 1887.....     | 23,021.97     | 29,675.46     | 52,697.43     |
| May, 1887.....       | 21,134.98     | 28,444.16     | 49,579.14     |
| June, 1887.....      | 25,359.68     | 37,341.73     | 62,701.41     |
| Totals.....          | \$ 300,551.79 | \$ 308,777.27 | \$ 609,329.06 |

## FROM TRANSPORTATION OF FREIGHT.

|                      | THROUGH.        | LOCAL.        | TOTAL.          |
|----------------------|-----------------|---------------|-----------------|
| July, 1886.....      | \$ 92,838.28    | \$ 43,323.47  | \$ 136,161.75   |
| August, 1886.....    | 116,402.68      | 52,933.48     | 169,336.16      |
| September, 1886..... | 135,641.89      | 74,284.08     | 209,925.97      |
| October, 1886.....   | 156,055.46      | 90,303.11     | 246,358.57      |
| November, 1886.....  | 180,381.13      | 74,249.65     | 254,630.78      |
| December, 1886.....  | 175,438.02      | 67,153.96     | 242,591.98      |
| January, 1887.....   | 125,734.81      | 44,000.10     | 169,734.91      |
| February, 1887.....  | 108,143.21      | 39,486.04     | 147,629.25      |
| March, 1887.....     | 159,661.41      | 56,090.93     | 215,752.34      |
| April, 1887.....     | 125,114.04      | 46,080.73     | 171,194.77      |
| May, 1887.....       | 104,714.10      | 51,471.25     | 156,185.35      |
| June, 1887.....      | 99,108.26       | 44,621.45     | 143,729.71      |
| Totals.....          | \$ 1,542,533.19 | \$ 683,908.25 | \$ 2,226,441.44 |

## MONTHLY EARNINGS—FROM ALL OTHER SOURCES.

|                      | MAILS.       | EXPRESS.     | MISCELLANEOUS. | TOTAL.        |
|----------------------|--------------|--------------|----------------|---------------|
| July, 1886.....      | \$ 5,993.96  | \$ 4,680.00  | \$ 350.00      | \$ 11,023.96  |
| August, 1886.....    | 5,993.96     | 4,680.00     | 350.00         | 11,023.96     |
| September, 1886..... | 5,993.96     | 4,680.00     | 350.00         | 11,023.96     |
| October, 1886.....   | 5,993.96     | 4,680.00     | 350.00         | 11,023.96     |
| November, 1886.....  | 5,993.96     | 4,680.00     | 350.00         | 11,023.96     |
| December, 1886.....  | 5,993.96     | 4,680.00     | 350.00         | 11,023.96     |
| January, 1887.....   | 5,993.96     | 4,680.00     | 350.00         | 11,023.96     |
| February, 1887.....  | 5,993.96     | 4,680.00     | 350.00         | 11,023.96     |
| March, 1887.....     | 5,993.96     | 4,680.00     | 350.00         | 11,023.96     |
| April, 1887.....     | 5,993.96     | 4,680.00     | 350.00         | 11,023.96     |
| May, 1887.....       | 5,993.96     | 4,680.00     | 350.00         | 11,023.96     |
| June, 1887.....      | 5,993.96     | 4,680.00     | 350.00         | 11,023.96     |
| Totals.....          | \$ 71,927.52 | \$ 56,160.00 | \$ 4,200.00    | \$ 132,287.52 |

## ANALYSIS OF EARNINGS.

|   |               |                 |
|---|---------------|-----------------|
| Earnings, passenger:  |               |                 |
| From local passengers.....  | \$ 380,777.27 |                 |
| From through passengers.....  | 300,551.79    |                 |
| From all passengers.....  |               | \$ 681,329.06   |
| From express and baggage.....   |               | 56,160.00       |
| From mails.....   |               | 71,927.52       |
| Total earnings passenger department.....  |               | \$ 809,516.58   |
| Earnings per train mile run (1,052,141 miles).....                                  | 0.76949       |                 |
| Earnings, freight:  |               |                 |
| From local.....   | 683,908.25    |                 |
| From through.....   | 1,542,533.19  |                 |
| Total earnings, freight department.....   |               | 2,226,441.44    |
| Earnings per train mile run (1,771,179 miles).....                                  | 1.25652       |                 |
| Earnings per train mile run, from all trains earning revenue (2,823,320 miles)..... | 1.07538       |                 |
| Proportion of earnings for Iowa.....  | 2,834,295.47  | 4,200.00        |
| Rents received for use of road.....   |               | 34,183.43       |
| Earnings from all other sources.....  |               | 1,054.45        |
| Lots sold and leased.....   |               | 33,128.98       |
| Sundry receipts.....  |               | \$ 3,074,581.45 |
| Total earnings from all sources.....  |               | 2,993.31        |
| Earnings per mile of road operated (average 1,627.2 miles).....                     | 2,834,295.47  |                 |
| Proportion of earnings for Iowa.....  |               |                 |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|   |               |
|---|---------------|
| Repairs of road-bed and track.....                            | \$ 380,823.56 |
| Renewal of rails (No. tons laid, steel, 3,217,602).....       | 64,467.56     |
| Renewal of ties (No. laid, 253,003).....                      | 99,292.89     |
| Repairs of bridges, including culverts and cattle-guards..... | 80,125.34     |
| Repairs of fences, road-crossings and signs.....              | 21,508.57     |
| Repairs of buildings, stations and water-tanks.....           | 38,480.98     |
| Total.....  | \$ 684,698.90 |

## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                     |               |
|-------------------------------------|---------------|
| Repairs of locomotives.....         | \$ 129,348.08 |
| Repairs of passenger cars.....      | 36,526.90     |
| Repairs of freight cars.....        | 101,085.12    |
| Repairs of tools and machinery..... | 19,948.15     |
| Total.....                          | \$ 286,908.25 |



## CLASS 3.—CONDUCTING TRANSPORTATION.

|  |    |            |
|--|----|------------|
| Fuel for locomotives .....                           | \$ | 199,050.85 |
| Water supply .....                                   |    | 17,854.36  |
| Oil and waste .....                                  |    | 24,067.18  |
| Locomotive service .....                             |    | 227,277.95 |
| Passenger train service .....                        |    | 42,513.83  |
| Passenger train supplies .....                       |    | 14,786.50  |
| Mileage of passenger cars (debit balance) .....      |    | 14,616.59  |
| Freight train service .....                          |    | 139,646.76 |
| Freight train supplies .....                         |    | 16,224.60  |
| Telegraph expenses (maintenance and operation) ..... |    | 55,861.84  |
| Damage and loss of freight and baggage .....         |    | 3,583.05   |
| Damages to property and cattle .....                 |    | 16,826.33  |
| Personal injuries .....                              |    | 18,727.27  |
| Agents and station service .....                     |    | 150,849.36 |
| Station supplies .....                               |    | 24,470.73  |
| Total .....  | \$ | 960,386.70 |

## CLASS 4.—GENERAL EXPENSES.

|   |    |            |
|---|----|------------|
| Salaries of general officers and clerks .....                   | \$ | 77,488.86  |
| Legal expenses .....  |    | 9,272.74   |
| Insurance .....   |    | 10,784.54  |
| Stationery and printing, outside agencies and advertising ..... |    | 70,224.34  |
| Contingencies .....   |    | 15,329.76  |
| Taxes in Iowa .....   | \$ | 74,126.04  |
| Taxes in other States .....                                     |    | 3,623.96   |
| Total taxes .....   |    | 77,750.00  |
| Total .....   | \$ | 260,820.24 |

## RECAPITULATION OF EXPENSES.

|   |    |              |
|---|----|--------------|
| Maintenance of way and buildings .....  | \$ | 684,698.90   |
| Maintenance of motive power and cars .....  |    | 286,908.25   |
| Conducting transportation .....   |    | 960,386.70   |
| General expenses, including taxes .....   |    | 260,820.24   |
| Total operating expenses and taxes .....  | \$ | 2,192,814.09 |
| Operating expenses and taxes per mile of road operated (1,027.2 miles) .....                        | \$ | 2,134.75     |
| Operating expenses and taxes per train mile run, for trains earning revenue (2,823,320 miles) ..... |    | 0.77667      |
| Proportion of operating expenses and taxes for Iowa .....   | \$ | 2,019,879.71 |
| Expenses of running and management of passenger trains .....  |    | 408,992.21   |
| Expenses of running and management of passenger trains, per train mile .....                        |    | 0.38872      |
| Expenses of running and management of freight trains .....  |    | 850,340.47   |
| Expenses of running and management of freight trains, per train mile .....                          |    | 0.48009      |
| Expenses of running and management of all trains earning revenue .....                              |    | 1,259,332.68 |
| Percentage of expenses to earnings .....  |    | 71.321       |

## GENERAL EXHIBIT.

|  |    |              |
|--|----|--------------|
| Total earnings .....   | \$ | 3,074,531.45 |
| Total expenses, including taxes .....                              |    | 2,192,814.09 |
| Net earnings .....   |    | 881,717.36   |
| Rentals, specifying amount paid to each company :                  |    |              |
| Central Iowa Railway Co. ....                                      | \$ | 14,000.00    |
| Chicago, Rock Island & Pacific Railway .....                       |    | 1,200.00     |
| Account of washouts .....  |    | 257.87       |
| Interest accruing during the year .....                            |    | 758,855.00   |
| Interest paid during the year .....                                |    | 761,639.16   |
| Interest paid during the year on account of the road in Iowa ..... |    | 632,606.39   |
| Interest on funded debt .....                                      |    | 758,855.01   |
| Interest paid on funded debt .....                                 |    | 761,639.16   |
| Floating debt liquidated during the year .....                     |    | 276,297.66   |
| Balance for the year .....   |    | 171,677.33   |
| Balance at commencement of the year .....                          |    | 407,502.56   |
| Balance at the close of the year, June 30, 1887 .....              | \$ | 235,825.23   |

## GENERAL RECAPITULATION.

|  |    |              |
|--|----|--------------|
| Total earnings .....   | \$ | 3,074,531.45 |
| Total operating expenses and taxes .....                       |    | 2,192,814.09 |
| Net earnings above operating expenses and taxes .....          |    | 881,517.36   |
| Net earnings above operating expenses, taxes and rental .....  |    | 866,059.49   |
| Gross earnings per train mile run (2,823,320 miles) .....      | \$ | 1.0889       |
| Net earnings per train mile run (2,823,320 miles) .....        |    | .30675       |
| Percentage of net earnings to stock and debt .....             |    | 3.89         |
| Percentage of net earnings to cost of road and equipment ..... |    | 3.7          |

## TAXES.

## AMOUNT PAID FOR YEAR ENDING JUNE 30, 1887.

|                    |    |           |
|--------------------|----|-----------|
| In Iowa .....      | \$ | 74,126.04 |
| In Minnesota ..... |    | 2,106.11  |
| In Dakota .....    |    | 1,517.85  |

## SURPLUS.

|  |    |            |
|--|----|------------|
| Surplus at the commencement of the year .....          | \$ | 407,502.56 |
| Surplus at the close of the year .....                 |    | 235,825.23 |
| Cash on hand .....                                     |    | 91,123.03  |
| Amount absorbed in construction .....                  |    | 825,431.06 |
| Amount in material and balances from other roads ..... |    | 219,864.85 |



## GENERAL BALANCE SHEET, AT THE CLOSING OF ACCOUNTS, JUNE 30, 1887.

| DEBIT.   |    |               |               |
|--|----|---------------|---------------|
| Capital stock authorized, \$30,000,000; issued.....          | \$ | 5,500,000.00  |               |
| Funded debt:   |    |               |               |
| B., C. R. & N. R'y bonds, five per cent currency.....        | \$ | 6,500,000.00  |               |
| M. & St. L. R'y bonds, seven per cent gold.....              |    | 150,000.00    |               |
| C. R., I. F. & N. W. bonds, six per cent currency.....       |    | 625,000.00    |               |
| C. R., I. F. & N. W. bonds, five per cent currency.....      |    | 1,905,000.00  |               |
| Iowa City & Western R'y, seven per cent currency ..          |    | 584,000.00    |               |
| Consolidated R'y, five per cent currency.....                |    | 4,816,000.00— | 14,780,000.00 |
| Unfunded debt:   |    |               |               |
| Vouchers and pay-rolls .....                                 |    | 240,130.51    |               |
| Additions, improvement and equipment .....                   |    | 2,857,903.73  |               |
| Income:  |    |               |               |
| Balance net earnings.....                                    |    | 1,271,171.49  |               |
| Miscellaneous .....  |    | 33,128.98     |               |
| Lots leased and sold.....                                    |    | 1,054.45—     | 1,305,354.92  |
| Total .....  | \$ | 24,682,489.16 |               |
| CREDIT.  |    |               |               |
| Cost of road, equipment and property, to June 30, 1887 ..... | \$ | 14,774,728.41 |               |
| Cost of leased lines to June 30, 1887:                       |    |               |               |
| Cedar Rapids, Iowa Falls & N. W. R'y .....                   | \$ | 6,255,392.98  |               |
| Cedar Rapids & Clinton .....                                 |    | 1,276,680.97  |               |
| Chicago, Dakota & Minnesota R'y.....                         |    | 381,705.46    |               |
| Iowa City & Western .....                                    |    | 646,896.34—   | 8,560,675.05  |
| Coupon interest.....   |    | 761,839.18    |               |
| Assets:  |    |               |               |
| Railroad bonds.....  |    | 505.00        |               |
| Due from railway's express company.....                      |    | 69,821.55     |               |
| Due from station balances .....                              |    | 47,510.91     |               |
| Due from "Waverly Shortline" .....                           |    | 21,364.40     |               |
| Real Estate.....   |    | 202,292.35    |               |
| Bills receivable.....  |    | 2,786.00      |               |
| Cash on hand.....  |    | 91,123.03—    | 435,403.24    |
| Material and fuel account:                                   |    |               |               |
| Machinery department.....                                    |    | 48,770.18     |               |
| Engineer's department.....                                   |    | 101,273.12—   | 150,043.30    |
| Total .....  | \$ | 24,682,489.16 |               |

## DESCRIPTION OF ROAD.

|  |        |
|--|--------|
| *Length main line of road, from Burlington to Albert Lea, miles..... | 229.25 |
| Leased from C. I. R'y in Iowa .....                                  | 11.39  |
| Leased from M. & St. L. R'y in Minnesota.....                        | 12.57  |
| Branches owned by this company:                                      |        |
| Milwaukee Division, from Linn to Postville.....                      | 94.13  |
| Muscatine Division, from Muscatine to Riverside.....                 | 30.58  |
| Pacific Division, from Vinton to Holland.....                        | 48.12  |

\* The 229.25 miles reported above is not the entire length of the main line between Burlington and Albert Lea. To this should be added 11.39 miles from Manly Junction to Northwood, leased from the C. I. R'y, and also 12.57 miles from State line to Albert Lea, making the distance between Burlington and Albert Lea 253.21 miles.

|  |          |
|--|----------|
| Total length of branches owned by this company .....                       | 172.83   |
| Total length of branches owned by this company in Iowa .....               | 172.83   |
| +Total length of road belonging to this company .....                      | 1,027.79 |
| Total length of road belonging to this company in Iowa .....               | 861.22   |
| Aggregate length of sidings and other tracks not above enumerated.....     | 109.19   |
| Same in Iowa.....  | 96.24    |
| +Total length of steel rails in tracks in Iowa, exclusive of sidings ..... | 700.36   |
| Total length of iron rails in tracks in Iowa, exclusive of sidings.....    | 100.86   |
| Weights per yard, steel, 52, 56 and 60 pounds.                             |          |
| Weights per yard, iron, 52 and 54 pounds.                                  |          |
| Gauge of track, 4 feet, 8½ inches.   |          |

## ROADS AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

| Name, description and length of each, in miles:   |        |
|---|--------|
| Central Iowa Railway, from Manly Junction to Northwood, main line ..  | 11.39  |
| Minneapolis & St. Louis Railway, from State line to Albert Lea, main line .....   | 12.57  |
| Iowa City & Western Railway, from Iowa City to What Cheer and Montezuma .....   | 73.02  |
| Cedar Rapids, Iowa Falls & Northwestern Railway, from Dows to Madison .....   | 41.07  |
| Cedar Rapids, Iowa Falls & Northwestern Railway, from Holland to Worthington, Minn.....   | 181.51 |
| Cedar Rapids, Iowa Falls & Northwestern Railway, from Ellsworth to Sioux Falls, Dakota.....   | 42.50  |
| Cedar Rapids, Iowa Falls & Northwestern Railway, from Lake Park to Watertown, Dakota.....   | 164.12 |
| Cedar Rapids & Clinton Railway, from Iowa City to Clinton .....   | 81.94  |
| Chicago, Decorah & Minneapolis Railway, from Postville to Decorah ...   | 23.30  |
| "Waverly Short Line," from near Shell Rock to Waverly.....  | 5.68   |
| Total length of above roads.....  | 637.10 |
| Total length of above roads in Iowa.....  | 470.53 |
| (Includes 11.39 miles leased from Central Iowa Railway; also the mileage of the Clinton & Decorah Branches, omitted in last year's report.) |        |
| In other States (specifying same):  |        |
| Minnesota:  |        |
| Minneapolis & St. Louis Railway, from State line to Albert Lea, main line .....   | 12.57  |
| Minneapolis & St. Louis Railway, from State line to Worthington..   | 13.46  |
| Cedar Rapids, Iowa Falls & Northwestern Railway, from Minnesota State line to Dakota Territory line.....                                    | 52.43  |
| Cedar Rapids, Iowa Falls & Northwestern Railway, from Ellsworth, Minn., to State line.....  | 2.35   |
| Total in Minnesota.....   | 83.81  |
| Dakota:   |        |
| Cedar Rapids, Iowa Falls & Northwestern Railway, from Territory line, Dakota, to Watertown.....   | 72.87  |
| Cedar Rapids, Iowa Falls & Northwestern Railway, from Territory line, Dakota, to Sioux Falls.....   | 9.89   |
| Total in Dakota .....   | 82.76  |

+ Exclusive of the 11.39 miles leased from the Central Iowa R'y Co. Said mileage is laid with steel.



If any part of the road was first opened for operation during the past year, state the fact:

"Waverly Short Line," July 1.

Sioux Falls Branch, about November 1.

|   |          |
|---|----------|
| Total miles of road operated by this company, June 30, 1887.....                            | 1,089.18 |
| Total miles of road operated by this company in Iowa not reported by any other company..... | 872.61   |

#### STATIONS.

|   |     |
|---|-----|
| Number of stations on all roads owned by this company.....    | 149 |
| Same in Iowa.....   | 127 |
| Number of stations on all roads operated by this company..... | 149 |
| Same in Iowa.....   | 127 |
| Number of telegraph offices in stations in Iowa.....          | 115 |

#### EMPLOYEES.

|  |                 |
|--|-----------------|
| Number of persons regularly employed on all roads operated by this company, average.....                                 | 2,340           |
| Same in Iowa, average.....   | 2,694           |
| Amount paid employes, including officials, on all roads operated by this company, for the year ending June 30, 1887..... | \$ 1,341,941.25 |
| Same in Iowa.....  | 1,126,053.65    |

#### BRIDGES IN IOWA.

|  | No.   | Aggregate length. |
|--|-------|-------------------|
| Combination truss bridges over 100 feet in length..... | 27    | 6,540             |
| Iron truss bridges over 100 feet in length.....        | 1     | 118               |
| Wooden truss bridges under 100 feet.....               | 38    | 2,871             |
| Wooden trestle.....                                    | 1,150 | 75,507            |

#### ARCH CULVERTS AND VIADUCTS IN IOWA.

|                                |   |
|--------------------------------|---|
| Less than 20 feet opening..... | 9 |
|--------------------------------|---|

#### BOX CULVERTS IN IOWA.

|                 |       |
|-----------------|-------|
| Timber.....     | 1,148 |
| Stone.....      | 213   |
| Sewer pipe..... | 57    |

#### CATTLE-GUARDS.

|                        |       |
|------------------------|-------|
| Number of in Iowa..... | 1,290 |
|------------------------|-------|

#### RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|   |         |
|---|---------|
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.)..... | 372,601 |
| Amount of trestle work replaced with earth during the year (lineal feet).....         | 2,838   |
| Timber culverts replaced with stone.....  | 9       |
| Timber culverts replaced with sewer pipe.....   | 60      |
| Timber culverts replaced with timber.....   | 3       |
| Bridges replaced with stone.....  | 45      |
| Bridges replaced with sewer pipe.....   | 6       |

#### BRIDGES BUILT IN IOWA DURING THE YEAR.

| LOCATION.                                    | KIND.                                 | MATERIAL.         | WHEN BUILT.    | Length in feet. |
|--|---------------------------------------|-------------------|----------------|-----------------|
| Dry branch between Burlington and Latta..... | 5 spans pony truss, each 80 feet..... | Wood.....         | Fall of 1886   | 300             |
| Cedar River, Linn Junction.....              | 1 span combination.                   | Wood and iron.... | Winter, 1886-7 | 150             |
| La Porte.....                                | 1 span combination.                   | Wood and iron.... | Spring, 1887   | 117             |
| Rock Rapids.....                             | 1 span combination.                   | Wood and iron.... | Winter, 1886-7 | 150             |
| Sioux River, near Sioux Falls.....           | 1 span combination.                   | Wood and iron.... | Winter, 1886-7 | 147             |
| Total.....                                   |                                       |                   |                | 865             |

|  |   |
|--|---|
| Give the average number of years the trestle and pile bridges last on your road in Iowa..... | 7 |
| Give the average number of years that wooden truss bridges last on your road in Iowa.....    | 8 |

#### ROAD-BED AND TRACK.

|  |          |
|--|----------|
| Number of track sections in Iowa.....  | 144      |
| Average length of sections, miles.....   | 6        |
| Average number of men in each section gang.....  | 4½       |
| Number of new ties laid in track during the year in Iowa.....  | 253,003  |
| Average number of new ties per mile of road.....   | 289      |
| New rails laid in track during the year in Iowa, steel (3,217,602 tons), miles..   | 34.126   |
| Total track laid with new rails during the year in Iowa, miles.....  | * 34.126 |
| What is the average number of years that iron rails last in your track on main line in Iowa.....                             | 3 to 4   |
| What is the average number of years that iron rails last in your track on branches in Iowa.....                              | 4 to 8   |
| What is the average number of years that steel rails last in your track on main line in Iowa? Steel laid in 1876 still good. |          |
| What is the average number of years that steel rails last on your track on branches in Iowa? Steel laid in 1876 still good.  |          |
| What is the average number of years that ties last in your track in Iowa? White oak, 6 years; soft wood, 4 years.            |          |

#### CROSSINGS IN IOWA.

Railroad crossings at grade:

Central Iowa Railway, at Morning Sun.  
 Chicago, Rock Island & Pacific Railway, at Columbus Junction.  
 Muscatine Division, at Nichols.  
 Chicago, Rock Island & Pacific Railway, at West Liberty.  
 Chicago & Northwestern Railway, at Cedar Rapids.  
 Chicago, Milwaukee & St. Paul Railway, at Cedar Rapids.  
 Minnesota & Northwestern Railway, at Waterloo.  
 Minnesota & Northwestern Railway, at Cedar Falls.  
 Illinois Central Railway, at Cedar Falls.  
 Dubuque & Dakota Railway, at Clarksville.  
 Chicago, Milwaukee & St. Paul Railway, at Nora Junction.  
 Chicago, Milwaukee & St. Paul Railway, at Plymouth Junction.  
 Central Iowa Railway, at Manly Junction.

\* Does not include Sioux Falls Branch.



Chicago, Milwaukee & St. Paul Railway, at Albert Lea.  
 Chicago, Milwaukee & St. Paul Railway, at Webster.  
 Chicago, Milwaukee & St. Paul Railway, at Nichols.  
 Chicago, Milwaukee & St. Paul Railway, at Dixon.  
 Illinois Central Railway, at Independence.  
 Minneapolis & Northwestern Railway, at Oelwein.  
 Chicago, Milwaukee & St. Paul Railway, at Donnan.  
 Chicago, Milwaukee & St. Paul Railway, at Ossian.  
 Missouri, Iowa & Nebraska Railway, at Reinbeck.  
 Central Iowa Railway, at Abbott.  
 Illinois Central Railway, at Iowa Falls.  
 Fort Dodge & Mason City Railway, at Clarion.  
 Chicago & Northwestern Railway, at Goldfield.  
 Minneapolis & St. Louis Railway, at Livermore.  
 Chicago, Milwaukee & St. Paul Railway, at Emmetsburg.  
 Chicago, Milwaukee & St. Paul Railway, 6 miles north of Emmetsburg.  
 Chicago, St. Paul, Minneapolis & Omaha Railway, at Sibley.  
 Chicago, St. Paul, Minneapolis & Omaha Railway, at Luverne.  
 Chicago, Milwaukee & St. Paul Railway, at Pipestone.  
 Chicago, St. Paul, Minneapolis & Omaha Railway, at Pipestone.  
 Chicago & Northwestern Railway, at Elkhorn.  
 Chicago & Northwestern Railway, at Watertown.  
 Chicago, St. Paul, Minneapolis & Omaha Railway, at Rock Rapids.  
 Chicago, St. Paul, Minneapolis & Omaha Railway, at Sioux Falls.  
 Chicago, Milwaukee & St. Paul Railway, at Sioux Falls.  
 Central Iowa Railway, at Belmond.  
 Fort Dodge & Mason City Railway, at Belmond.  
 Chicago, Milwaukee & St. Paul Railway, at Garner.

What railroads cross your road, either over or under, and at what locality?

Chicago, Rock Island & Pacific, over, at Iowa City.  
 Chicago & Northwestern, under, near Nassau.  
 Chicago, Milwaukee & St. Paul, over, main line Milwaukee Div., near Linn Junction.  
 Illinois Central, over, at Waverly.

|  |     |
|--|-----|
| Number of highway crossings at grade .....                   | 953 |
| Number of highway crossings at which there are flagmen ..... | 5   |
| Number of highway crossings over railroad .....              | 3   |
| Number of highway crossings under railroad .....             | 8   |
| Number of highway bridges 20 feet above track .....          | 3   |

## FENCING IN IOWA.

|  |            |
|--|------------|
| How many miles of fencing have you on your road in Iowa .....              | 655.87     |
| What is the average cost per rod, both sides .....                         | \$ 1.00    |
| What is the total cost of the same .....                                   | 209,814.20 |
| How many miles of new fencing have you built during the year .....         | 22.55      |
| Give the number of miles needed on both sides of your track in each county |            |
| in Iowa:   |            |
| Linn .....   | 2.62       |
| Buchanan .....   | 14.45      |
| Fayette .....  | 6.17       |
| Grundy .....   | 7.40       |
| Franklin .....   | 5.50       |
| Wright .....   | 11.41      |
| Humboldt .....   | 16.35      |
| Kossuth .....  | 3.72       |
| Palo Alto .....  | 23.25      |
| Emmet .....  | 8.27       |
| Dickinson .....  | 24.79      |
| Muscatine .....  | 2.21       |
| Johnson .....  | 2.25       |
| Washington .....   | .52        |
| Keokuk .....   | 11.58      |
| Poweshiek .....  | 2.50       |
| Osceola .....  | 21.10      |
| Lyon .....   | 32.88      |
| Hancock .....  | 8.38       |
| Total .....  | 205.55     |

## ROLLING STOCK.

|  | Owned. | Total. |
|--|--------|--------|
| Number Passenger cars .....  | 35     | 35     |
| Number of baggage, mail and express cars .....   | 15     | 15     |
| Number of combination cars .....   | 14     | 14     |
| Number of officers' cars .....   | 2      | 2      |
| Number of freight cars .....   | 3,008  | 3,008  |
| Number of stock cars .....   | 120    | 120    |
| Number of platform and coal cars .....   | 732    | 732    |
| Number of other cars: Way cars, 60; derrick and pile-driver, 5 ..  | 65     | 65     |
| Total number of cars .....   | 3,991  | 3,991  |
| Number of locomotives .....  |        | 105    |
| Maximum weight of locomotives and tenders, exclusive of coal and water,<br>56 tons; ready for service .....  |        | 70     |
| Average weight of locomotives and tenders, exclusive of coal and water, 40<br>tons; ready for service .....  |        | 54     |
| Number of locomotives equipped with train brake .....  |        | 31     |
| Number of locomotives equipped with driver brake .....   |        | 5      |
| Maximum weight of passenger cars, ready for service, tons .....  |        | 25     |
| Average weight of passenger cars, ready for service, tons .....  |        | 22     |
| Number of passenger cars equipped with train brake .....   |        | 38     |
| Number of freight cars equipped with air brake .....   |        | 3      |
| Number of passenger cars equipped with Miller platform and buffer, includ-<br>ing officers' cars, tons .....   |        | 37     |
| The amount of tonnage that can be carried over your road in Iowa exclusiv-<br>e of cars, by an engine of given weight. Weight of engine, 40 tons ..... |        | 300    |



## MILEAGE TRAFFIC, ETC.

## TRAIN MILEAGE.

|   |           |
|---|-----------|
| Miles run by passenger trains during the year .....               | 1,062,141 |
| Miles run by freight trains during the year .....                 | 1,771,179 |
| Miles run by switching trains during the year .....               | 316,759   |
| Miles run by construction and repair trains during the year ..... | 115,667   |
| Total train mileage .....   | 3,255,746 |

## CARS AND WEIGHT OF TRAINS.

|   |     |
|---|-----|
| Average number of cars in passenger trains .....                        | 3½  |
| Average weight of passenger trains, exclusive of passengers, tons ..... | 75  |
| Average number of cars in freight trains .....                          | 16½ |
| Average weight of freight trains, exclusive of freight, tons .....      | 17½ |

## PASSENGER TRAFFIC.

|   |            |
|---|------------|
| Number of through passengers carried .....                    | 90,321     |
| Number of local passengers carried .....                      | 461,182    |
| Total .....   | 551,509    |
| Total passenger mileage or passengers carried one mile .....  | 27,102,078 |
| Average distance traveled by each passenger, miles .....      | 49.142     |
| Average amount received from each passenger, \$ .....         | 1.335      |
| Highest rate of fare per mile for any distance, cents .....   | 3½         |
| Lowest rate of fare per mile for any distance, cents .....    | 1¼         |
| Average rate of fare per mile for all passengers, cents ..... | 2.513      |

## FREIGHT TRAFFIC.

|  |             |
|--|-------------|
| Number of tons of through freight carried .....  | 1,363,254   |
| Number of tons of local freight carried .....  | 588,936     |
| Total tons of freight carried .....  | 1,892,190   |
| Total mileage of through freight (tons carried one mile) .....   | 158,940,653 |
| Total mileage of local freight (tons carried one mile) .....   | 43,522,921  |
| Total freight mileage, or tons carried one mile .....  | 202,463,574 |
| Average rate per ton per mile received for through freight, cents .....  | 0.97        |
| Average rate per ton per mile received for local freight, cents .....  | 1.571       |
| Average rate per ton per mile received for all freight, cents .....  | 1.069       |
| Percentage of freight originating at and carried to stations in Iowa, as compared with total freight carried in Iowa. (This should not include fuel or any material for the use of the road) ..... | 26.3        |
| Average cost per ton per mile to move freight .....  | 0.766       |

Tonnage of articles transported by the Burlington, Cedar Rapids & Northern Railway for the year ending June 30, 1887.

| COMMODITIES (IN TONS).                       | From Iowa stations to Iowa stations. | From Iowa stations to other States. | From other States to Iowa stations. | From and to Iowa stations to and from other States—total. | From other States to other States. | Total of all tonnage carried. |
|--|--------------------------------------|-------------------------------------|-------------------------------------|---|------------------------------------|-------------------------------|
| Grain .....                                  | 31,682                               | 132,972                             | 6,894                               | 139,866   | 86,437                             | 257,985                       |
| Flour .....                                  | 7,196                                | 8,252                               | 7,957                               | 16,309  | 71,217                             | 94,535                        |
| Provisions, including butter and eggs .....  | 2,636                                | 37,308                              | 90                                  | 37,398  | 3,792                              | 43,826                        |
| Animals .....                                | 82,256                               | 77,570                              | 3,582                               | 81,152  | 7,735                              | 141,143                       |
| Seeds, hay, bran, etc., No. 5 .....          | 15,257                               | 85,200                              | 5,259                               | 90,459  | 20,141                             | 135,857                       |
| Lumber and forest products .....             | 94,723                               | 11,287                              | 39,784                              | 51,082  | 1,355                              | 147,129                       |
| Coal .....                                   | 198,982                              | 227,759                             | 117,382                             | 345,141   | 120,226                            | 664,449                       |
| Plaster, lime, cement, stone and brick ..... | 34,168                               | 12,608                              | 18,223                              | 30,831  | 28,771                             | 93,770                        |
| Iron, steel and castings .....               | 5,250                                | 3,524                               | 11,667                              | 15,191  | 19,583                             | 40,024                        |
| Manufactures .....                           | 2,785                                | 3,062                               | 11,771                              | 14,863  | 37,824                             | 55,472                        |
| Merchandise and sundries .....               | 45,188                               | 24,950                              | 51,156                              | 76,106  | 89,568                             | 210,862                       |
| Emigrant moveables .....                     | 7,692                                | 4,062                               | 3,801                               | 7,863   | 1,686                              | 17,141                        |
| Totals .....                                 | 497,625                              | 628,564                             | 277,566                             | 906,130   | 488,435                            | 1,892,190                     |
| Percentage .....                             | 26.3                                 | 33.22                               | 14.67                               | 47.89   | 25.81                              | 100                           |

## CAR MILEAGE.

|  |            |
|--|------------|
| Number of miles run by loaded freight cars east and south .....  | 7,674,699  |
| Number of miles run by loaded freight cars west and north .....  | 12,117,960 |
| Number of miles run by empty freight cars east and south .....   | 5,219,681  |
| Number of miles run by empty freight cars west and south .....   | 2,234,923  |
| Total freight car mileage .....  | 27,247,293 |
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south ..... | 19.15      |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north ..... | 8.2        |

## SPEED OF TRAINS IN IOWA.

|   |    |
|---|----|
| Rate of speed of passenger trains, including stops, miles ..... | 25 |
| Rate of speed of freight trains, including stops .....          | 12 |

## TONNAGE OF ARTICLES TRANSPORTED.

|  | TONS.     | PER CENT. |
|--|-----------|-----------|
| Grain .....  | 257,985   | 13.64     |
| Flour .....  | 94,532    | 5.00      |
| Provisions (beef, pork, lard, etc.), butter and eggs .....   | 43,826    | 2.31      |
| Animals .....  | 141,143   | 7.47      |
| Other agricultural products, bran, hay and seeds .....       | 125,857   | 6.65      |
| Lumber and forest products, cooperage .....                  | 147,129   | 7.78      |
| Coal .....   | 664,449   | 35.11     |
| Plaster, lime and cement .....                               | 93,770    | 4.96      |
| Petroleum and oil .....                                      | 17,141    | 0.9       |
| Iron and steel castings .....                                | 40,024    | 2.11      |
| Manufactures—articles shipped from point of production ..... | 55,472    | 2.93      |
| Merchandise, and other articles not enumerated above .....   | 210,862   | 11.14     |
| Total .....  | 1,892,190 | 100       |



## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|  | TONS.     | PER CENT. |
|--|-----------|-----------|
| Grain .....  | 257,959   | 13.64     |
| Flour .....  | 94,510    | 5.00      |
| Provisions (beef, pork, lard, etc.), butter and eggs .....   | 43,824    | 2.33      |
| Animals .....  | 141,103   | 7.46      |
| Other agricultural products, seeds, hay and bran .....       | 125,842   | 6.65      |
| Lumber and forest products .....                             | 147,030   | 7.73      |
| Coal .....   | 664,436   | 35.14     |
| Plaster, lime, cement, stone, brick and salt .....           | 93,280    | 4.93      |
| Emigrant moveables .....                                     | 17,081    | .09       |
| Iron, steel and castings .....                               | 40,024    | 2.12      |
| Manufactures—articles shipped from point of production ..... | 55,460    | 2.93      |
| Merchandise and other articles not enumerated above .....    | 210,343   | 11.12     |
| Total tons carried .....                                     | 1,890,892 | 100       |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freight at the depot, or at the office of such express company? The United States Express Company, which pays us \$4,680 each month.

## SLEEPING-CARS.

Do sleeping, parlor, or dining-cars run on your road, and if so, on what terms do they run by whom are they owned, and what charges are made in addition to regular passenger rates? The Pullman sleepers run on this road; we pay them three cents per mile. By Pullman Palace Car Company; from \$1.50 to \$2.00.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings? Paid to Pullman Palace Car Company for the year ending June 30, \$14,646.59. Remit direct to the Treasurer of the Pullman Palace Car Company, Chicago, Illinois.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Iowa, and on what terms of service? The rate of compensation is based upon the weighing of mail, for periods fixed by the Government.

What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$1,303.25.

## TELEGRAPH.

What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? The Western Union Telegraph Company owns 1,002 miles.

## REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1887.

## KILLED.

| DATE.     | NAME AND OCCUPATION.          | PLACE.       | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.      |
|-----------|-------------------------------|--------------|---|
| 1886.     |                               |              |   |
| June      | 5 Fred Christianson, laborer. | Center Dale. | Jumped from train.                              |
| July      | 24 H. Dixon, brakeman.        | Rockford.    | Getting on moving train.                        |
| September | 25 Dennis Sullivan, tramp.    | Rockford.    | Intoxicated on track.                           |
| October   | 2 John Clark, laborer.        | Camanche.    | Getting on brake-beam of tender.                |
| December  | 1 H. F. Eads, brakeman.       | Morse.       | Attempted to cross track ahead of moving train. |
| 1887.     |                               |              |   |
| June      | 16 A. K. Smith, driver.       | Clinton.     |   |

## INJURED.

| DATE.    | NAME AND OCCUPATION.            | PLACE.             | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.       |
|----------|---------------------------------|--------------------|--|
| 1886.    |                                 |                    |  |
| June     | 10 J. N. Braden, traveling man. | Nora Junction.     | Getting on train; ankle broken.                  |
| July     | 24 H. Dixon, brakeman.          | Cedar Rapids.      | Fell from car; foot crushed.                     |
| July     | 22 Theo. Richards, laborer.     | Cedar Rapids.      | Carried overboard; leg broken.                   |
| July     | 22 Theo. Richards, laborer.     | Adams.             | Carried in of back; foot and leg broken.         |
| Sept.    | 14 Eugene Guernsey, tramp.      | Solon.             | Jumped from box car; leg broken.                 |
| Sept.    | 29 A. Oisack, coal-heaver.      | Riverside.         | Pushing cars; ribs fractured.                    |
| October  | 4 Fred McArdle, fireman.        | West Union.        | Jumped off engine; foot broken.                  |
| December | 5 Anton Hulsmann, wiper.        | Rockford.          | Opening furnace of engine; face and neck burned. |
| December | 26 Ed. C. Farnisac, hostler.    | Montezuma.         | Coaling engine; internal hurt.                   |
| January  | 10 A. Anderson, laborer.        | Cedar Rapids.      | Totting car wheels; leg broken.                  |
| February | 6 Geo. J. Brown, brakeman.      | Columbus Junction. | Slipped off of way-car; leg hurt.                |
| February | 18 Jos. Wagler, laborer.        | Nire.              | Jumping on train; knee cap broken.               |
| March    | 17 Geo. J. Carpenter, brakeman. | Waverly.           | Slipped off between two cars; both legs broken.  |
| May      | 10 Michael Nunn, carpenter.     | Cedar Rapids.      | Chipping draw-bar; eye hurt.                     |
| June     | 2 M. Haggerty, watchman.        | Cedar Rapids.      | Coupling tank; hips crushed.                     |



## TABULAR STATEMENT OF ACCIDENTS.

| CAUSES OF ACCIDENT.                | KILLED.     |            |         | INJURED.    |            |         |
|------------------------------------|-------------|------------|---------|-------------|------------|---------|
|                                    | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Coupling cars .....                |             |            |         |             | 1          |         |
| Falling from trains .....          |             |            |         |             | 1          |         |
| Getting on and off of trains ..... |             | 3          |         | 1           | 3          | 1       |
| Highway crossings .....            |             |            |         |             |            |         |
| Miscellaneous . . . . .            |             |            |         |             | 8          |         |
| While intoxicated .....            |             | 1          |         |             |            |         |
| Total . . . . .                    |             | 3          | 3       | 1           | 13         | 1       |

## SUMMARY OF ACCIDENTS IN IOWA.

|   |    |
|---|----|
| Number of persons killed during the year .....                          | 6  |
| Number of persons injured during the year .....                         | 16 |
| Number of casualties purely accidental during the entire year .....     | 8  |
| Number resulting from lack of caution, carelessness or misconduct ..... | 11 |
| Number of persons killed while intoxicated .....                        | 1  |
| Number of tramps or others stealing rides killed or injured .....       | 1  |

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—C. J. Ives, Cedar Rapids, Iowa.

Vice-President—Robert Williams, Cedar Rapids, Iowa.

Secretary—Assistant Treasurer, S. S. Dorwart, Cedar Rapids, Iowa.

Treasurer—H. H. Hallister, New York.

General Superintendent—C. J. Ives, Cedar Rapids, Iowa.

Assistant General Superintendent—Robert Williams, Cedar Rapids, Iowa.

Division Superintendents—W. P. Brady, Cedar Rapids, Iowa; George Goodale, Estherville, Iowa.

Chief Engineer—H. F. White, Cedar Rapids, Iowa.

Superintendent of Telegraph—W. P. Ward, Cedar Rapids, Iowa.

Auditor—J. C. Brocksmit, Cedar Rapids, Iowa.

General Passenger Agent—J. G. Hannegan, Cedar Rapids, Iowa.

General Freight Agent—C. D. Ives, Cedar Rapids, Iowa.

General Solicitor—S. K. Tracy, Cedar Rapids, Iowa.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

C. J. Ives, Cedar Rapids, Iowa.  
 T. J. Potter, Omaha, Nebraska.  
 J. W. Blythe, Burlington, Iowa.  
 C. D. Close, Iowa City, Iowa.  
 J. C. Pensley, Chicago, Illinois.  
 C. Lynde, Rock Island, Illinois.  
 J. N. Demsey, Des Moines, Iowa.  
 R. R. Cable, Chicago, Illinois.  
 E. S. Barley, Clinton, Iowa.  
 C. F. Spires, Burlington, Iowa.  
 Lyman Clark, Burlington, Iowa.  
 F. G. Griggs, Davenport, Iowa.  
 J. Caiscadden, Muscatine, Iowa.

Date of annual meeting of stockholders, fourth Tuesday in May.

Fiscal year of Company ends December 31.

General offices of the Company are located at Cedar Rapids, Iowa.

STATE OF IOWA, ss.  
 COUNTY OF LINN, ss.

I, C. J. Ives, President and General Superintendent of the Burlington, Cedar Rapids & Northern Railway Company, being duly sworn, depose and say that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of his knowledge and belief.

(Signed,)

C. J. IVES.

Subscribed and sworn to before me, this 13th day of September, A. D. 1887.

CHAS. E. PUTNAM,

Notary Public in and for Linn County, Iowa.

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 14th day of September, A. D. 1887.

E. G. MORGAN, Secretary.



## REPORT

OF THE

## CENTRAL IOWA RAILWAY COMPANY,

FOR THE FIVE MONTHS ENDING NOVEMBER 30, 1886.

## CAPITAL STOCK.

|   |              |               |  |
|---|--------------|---------------|--|
| Amount authorized by articles of association.....   | \$           | 19,000,000    |  |
| Amount authorized by vote of the company.....   |              | 11,274,800    |  |
| Number of shares issued, 109,434; amount paid in.....   | \$           | 10,043,400.00 |  |
| Amount of common stock issued.....  |              | 8,080,800.00  |  |
| Amount of preferred stock issued, and conditions of preferment.....   |              | 1,962,600.00  |  |
| First preferred stock.....  | 881,700.00   |               |  |
| Second preferred stock.....   | 1,080,900.00 | 1,962,600.00  |  |
| "First preferred stock" is entitled to dividend not exceeding seven per cent, payable out of net earnings after the interest on company's bonds has been paid. "Second preferred stock" is entitled to the same dividend after the interest on company's bonds and dividend not exceeding seven per cent on first preferred stock have been paid. |              |               |  |
| Total amount paid in, as per books of the company..   | \$           | 10,043,400.00 |  |
| Total miles of road owned by company.....   | 498,094      |               |  |
| Amount of stock per mile of road, average.....  | \$           | 20,163.06     |  |
| Amount of stock representing the road in Iowa.....  |              | 81,728.00     |  |

## DEBT.

Funded debt as follows:

|  |            |               |
|--|------------|---------------|
| Main line, bonds due, July 15, 1899; rate of interest, 7 per cent.....       | \$         | 3,700,000.00  |
| Amount of interest paid on same during the year.....                         | \$         | 45,768.80     |
| Divisional bonds due April 1, 1912; rate of interest, 6 per cent.....        |            | 134,000.00    |
| Amount of interest paid on same during the year, funded..                    | 144,820.00 |               |
| Eastern Division bonds due April 1, 1912; rate of interest, 6 per cent.....  |            | 622,000.00    |
| Amount of interest paid on same during the year, funded..                    | 118,170.00 |               |
| Illinois Division bonds due April 1, 1912, interest 6 per cent.              |            | 612,000.00    |
| Amount of interest paid on same during year, funded.....                     | 90,500.00  |               |
| Consolidated bonds due June 1, 1924; interest 6 per cent.,                   |            | 3,855,369.74  |
| Amount of interest paid during year.....                                     |            |               |
| Coupon debt certificates due at company's pleasure; interest 7 per cent..... |            | 629,000.00    |
| Amount of interest paid on same during year.....                             |            |               |
| Car trust certificates; interest 6 per cent.....                             |            | 508,000.00    |
| Amount of interest paid on same during year.....                             | 5,040.00   |               |
| Total amount of funded debt.....   | \$         | 10,060,369.74 |

Floating debt:

|   |                 |
|---|-----------------|
| Transportation certificates.....                                    | 359,246.06      |
| Incurred for interest on bonds and car certificates.....            | 560,763.04      |
| Incurred for rolling stock, supplies, taxes, etc.....               | 229,748.05      |
| Total amount of floating debt.....                                  | \$ 1,149,757.15 |
| Contingent liability as guarantor of bonds or debts of other roads: |                 |
| Interest at 6 per cent on Keithsburg Bridge Company's bonds.....    | 574,000.00      |
| \$34,400.00 guaranteed annually by Central Iowa Railway Company.    |                 |

Total amount of debt liabilities to November 30.... \$ 11,210,126.89

|   |               |
|---|---------------|
| Amount of debt per mile of road.....                                    | 22,506.05     |
| Amount of debt representing the road in Iowa.....                       | 7,249,930.50  |
| Total amount of stock and debt.....                                     | 21,253,526.89 |
| Amount of stock and debt per mile of road.....                          | 42,669.71     |
| Amount of interest paid representing road in Iowa, cash.....            | \$ 45,757.50  |
| During five months to December 1st, funded into consolidated bonds..... | 262,690.00    |

## COST OF ROAD AND EQUIPMENT.

|  |                  |
|--|------------------|
| Total expended for construction.....                               | \$ 19,075,363.13 |
| Average cost of construction per mile of road [498,094 miles]..... | 38,298.71        |
| Proportion of cost of construction for Iowa.....                   | 15,453,709.04    |
| Last year.....   | 15,221,986.88    |
| Transportation certificates for Iowa.....                          | 227,000.00       |
| Transportation construction for Iowa.....                          | 4,723.16         |
| Total.....   | \$ 15,458,709.04 |



## COST OF EQUIPMENT.

|   |    |               |
|---|----|---------------|
| Total for equipment .....   | \$ | 770,688.36    |
| Average cost of equipment per mile of road operated by company (512,724 miles)..... | \$ | 1,503.12      |
| Proportion of cost of equipment for Iowa, on mileage of road owned.....             |    | 633,505.93    |
| Total cost of road and equipment .....  | \$ | 19,846,054.49 |
| Average cost of road and equipment per mile (498,094 miles owned).....              |    | 39,843.99     |
| Proportion of cost of road and equipment for Iowa .....                             |    | 16,080,942.40 |
| Average cost of road and equipment per mile in Iowa (409,435 miles).....            |    | 39,275.94     |

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|   |          |
|---|----------|
| Bridging and masonry .....  | 713.96   |
| Superstructure, including rails.....  | 6,445.82 |
| Land, land damages, and fences.....   | 943.47   |
| Passenger and freight stations, coal sheds and water stations.....          | 5,950.26 |
| Engineering, agencies, salaries and other expenses during construction..... | 6.75     |

## Purchase of other roads (specifying same), and all other particulars:

Additional charges to Illinois, Eastern and Western Divisions for freight transportation certificates issued on account of construction, to be redeemed by Central Iowa Railway Company by accepting in quarter payment of local freight charges on these divisions:

|                              |            |            |            |
|------------------------------|------------|------------|------------|
| Illinois .....               | \$         | 190,000.00 |            |
| Iowa.....                    | 227,000.00 | \$         | 417,000.00 |
| Total for construction ..... |            | \$         | 431,000.00 |

## EQUIPMENT.

|   |               |
|---|---------------|
| Locomotives, air brakes .....                         | 1,004.13      |
| Wrecking-cars, pile drivers and tools. ....           | 323.26        |
| Total for equipment.....                              | \$ 1,327.39   |
| Total expenditures charged to property accounts ..... | \$ 432,387.65 |

## Property sold (or reduced in valuation on the books) and credited property accounts during the year:

|  |    |            |
|--|----|------------|
| Insurance on coach wrecked and burned.....         | \$ | 1,701.15   |
| Net addition to property account for the year..... |    | 430,686.50 |

## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                      | THROUGH.     | LOCAL.       | TOTAL.        |
|----------------------|--------------|--------------|---------------|
| July, 1886 .....     | \$ 9,321.29  | \$ 15,522.71 | \$ 24,744.00  |
| August, 1886 .....   | 10,849.34    | 17,023.95    | 27,873.29     |
| September, 1886..... | 12,902.55    | 18,390.67    | 31,393.22     |
| October, 1886.....   | 7,701.39     | 14,734.56    | 22,435.95     |
| November, 1886.....  | 6,975.09     | 12,244.91    | 19,220.90     |
| Supplementary .....  | 861.22       | 355.13       | 716.35        |
| Totals .....         | \$ 47,280.34 | \$ 77,561.67 | \$ 124,851.01 |

|   |    |           |
|---|----|-----------|
| Local passengers .....                      | \$ | 75,535.41 |
| Extra baggage.....                          |    | 1,028.33  |
| Miscellaneous local passenger receipts..... |    | 997.96    |

## FROM TRANSPORTATION OF FREIGHT.

|                      | THROUGH.      | LOCAL.        | TOTAL.        |
|----------------------|---------------|---------------|---------------|
| July, 1886 .....     | \$ 24,215.14  | \$ 45,412.79  | \$ 69,627.93  |
| August, 1886 .....   | 26,043.04     | 55,654.64     | 81,697.68     |
| September, 1886..... | 25,329.35     | 62,134.78     | 87,464.13     |
| October, 1886.....   | 25,537.86     | 78,881.56     | 104,419.42    |
| November, 1886.....  | 27,628.06     | 71,225.17     | 98,854.13     |
| Supplementary .....  | 4,499.90      | 17,999.57     | 22,499.47     |
| Totals .....         | \$ 124,254.45 | \$ 295,309.37 | \$ 419,563.82 |

## MONTHLY EARNINGS—FROM ALL OTHER SOURCES.

|                      | MAILS.       | EXPRESS.    | MISCELLANEOUS. | TOTAL.       |
|----------------------|--------------|-------------|----------------|--------------|
| July, 1886 .....     | \$ 3,135.18  | \$ 1,080.00 | \$ 1,369.16    | \$ 5,584.34  |
| August, 1886 .....   | 5,033.63     | 1,040.00    | 1,377.54       | 7,451.17     |
| September, 1886..... | 3,158.96     | 1,040.00    | 1,297.31       | 5,496.27     |
| October, 1886.....   | 3,117.17     | 1,040.00    | 2,352.01       | 6,509.18     |
| November, 1886.....  | 3,158.96     | 1,040.00    | 1,570.85       | 5,769.81     |
| Supplementary .....  | 131.36       |             | 631.24         | 762.60       |
| Totals .....         | \$ 17,735.26 | \$ 5,240.00 | \$ 8,598.42    | \$ 31,573.67 |



## ANALYSIS OF EARNINGS.

|  |               |        |
|--|---------------|--------|
| Earnings, passenger :  |               |        |
| From local passengers .....  | \$ 75,535.41  |        |
| From through passengers .....  | 47,289.34     |        |
| From all passengers .....  | \$ 122,824.75 |        |
| From express and baggage .....   | 6,268.33      |        |
| From mails .....   | 17,736.26     |        |
| From other sources, passenger department .....                                     | 967.93        |        |
| Total earnings, passenger department .....   | \$ 147,826.27 |        |
| Earnings per train mile run (235,152 miles) .....                                  | 62.85         |        |
| Earnings, freight :  |               |        |
| From local .....   | 295,309.37    |        |
| From through .....   | 124,254.45    |        |
| Total earnings, freight department .....   | \$ 419,563.82 |        |
| Earnings per train mile run (405,012 miles) .....                                  | 1.036         |        |
| Earnings per train mile run, from all trains earning revenue (640,164 miles) ..... | 88.67         |        |
| Proportion of earnings for Iowa, transportation .....                              | 493,922.05    |        |
| Rents received for use of road and stations .....                                  | 7,261.86      |        |
| Car mileage (cred balances) .....  | 768.38        |        |
| Various small items .....  | 352.88        |        |
| Telegraph earnings .....   | 275.29        | 628.17 |
| Total earnings from all sources .....  | \$ 576,988.50 |        |
| Earnings per mile of road operated (512,724 miles) .....                           | 1,123.39      |        |
| Proportion of earnings for Iowa .....  | 502,343.23    |        |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES.)

|  |               |
|--|---------------|
| Repairs of road-bed and track .....                            | \$ 74,719.96  |
| Renewal of rails .....   | 19,982.80     |
| Number tons laid, steel, 825,860-2240 .....                    |               |
| Renewal of ties .....  | 35,783.56     |
| Number ties laid, 74,835 ; 45 sets switch ties .....           |               |
| Repairs of bridges, including culverts and cattle-guards ..... | 14,995.37     |
| Repairs of fences, road-crossings, and signs .....             | 2,086.27      |
| Repairs of buildings, stations and water-tanks .....           | 10,651.75     |
| Total .....  | \$ 158,413.75 |

## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                      |              |
|--------------------------------------|--------------|
| Repairs of locomotives .....         | \$ 29,761.02 |
| Repairs of passenger cars .....      | 9,228.78     |
| Repairs of freight cars .....        | 23,428.97    |
| Repairs of tools and machinery ..... | 324.43       |
| Total .....                          | \$ 62,743.20 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|  |               |
|--|---------------|
| Fuel for locomotives .....                                   | \$ 39,033.21  |
| Water supply .....   | 2,674.22      |
| Oil and waste .....  | 6,283.82      |
| Locomotive service .....                                     | 48,109.41     |
| Passenger train service .....                                | 6,937.19      |
| Passenger train supplies .....                               | 1,305.97      |
| Mileage of sleeping and passenger cars (debit balance) ..... | 5,130.48      |
| Freight train service .....                                  | 24,533.03     |
| Freight train supplies .....                                 | 574.86        |
| Mileage of freight cars (debit balance) .....                | 4,619.44      |
| Telegraph expenses (maintenance and operating) .....         | 12,077.24     |
| Damage and loss of freight and baggage .....                 | 1,662.80      |
| Damages to property and cattle .....                         | 5,876.80      |
| Personal injuries .....                                      | 3,833.15      |
| Agents and station service .....                             | 27,315.36     |
| Station supplies .....                                       | 1,491.09      |
| Sundries .....   | 44,673.17     |
| Total .....  | \$ 237,351.24 |

## CLASS 4.—GENERAL EXPENSES.

|   |              |
|---|--------------|
| Salaries of general officers and clerks .....                   | \$ 17,758.06 |
| Legal expenses .....  | 5,032.52     |
| Insurance .....   | 945.08       |
| Stationery and printing, outside agencies and advertising ..... | 17,734.76    |
| Contingencies .....   | 7,427.84     |
| Taxes in Iowa .....   | \$ 21,710.62 |
| Taxes in other states .....                                     | 6,365.32     |
| Total taxes .....   | 28,076.94    |
| Total .....   | \$ 76,994.10 |

## RECAPITULATION OF EXPENSES.

|   |               |
|---|---------------|
| Maintenance of way and buildings .....  | \$ 158,413.75 |
| Maintenance of motive power and cars .....  | 62,743.20     |
| Conducting transportation .....   | 237,331.24    |
| General expenses, including taxes .....   | 76,994.10     |
| Total operating expenses and taxes .....  | \$ 535,502.29 |
| Operating expenses and taxes per mile of road, operated (512,724 miles) .....                     | \$ 1,044.43   |
| Operating expenses and taxes per train mile run, for trains earning revenue (640,164 miles) ..... | 0.8365        |
| Proportion of operating expenses and taxes for Iowa .....   | \$ 456,364.34 |
| Expenses of running and management of passenger trains .....                                      | 135,462.81    |
| Expenses of running and management of passenger trains, per train mile .....                      | 0.8761        |
| Expenses of running and management of freight trains .....  | 460,029.48    |
| Expenses of running and management of freight trains, per train mile .....                        | 0.9877        |
| Expenses of running and management of all trains earning revenue, per mile .....                  | 0.8365        |
| Percentage of expenses to earnings .....  | 92.97         |



## GENERAL EXHIBIT.

|  |               |
|--|---------------|
| Total earnings.....  | \$ 575,988.50 |
| Total expenses, including taxes .....  | 535,502.29    |
| Net earnings .....   | 40,486.21     |
| Rentals, specifying amount paid to each company:   |               |
| Minnesota & Northwestern Railway Company .....   | 5,170.23      |
| Interest accruing during the year .....  | 469,572.46    |
| Interest paid during the year in cash and funded in consolidated bonds....   | 483,987.50    |
| Interest paid and funded during the year on account of the road in Iowa...   | 308,447.50    |
| Interest on funded debt, bonds.....  | 367,732.49    |
| Interest paid on funded debt.....  | \$ 396,947.50 |
| Interest on floating debt and car certificates.....  | 41,839.97     |
| Interest paid on floating debt.....  | \$ 27,154.97  |
| Interest falling due during the year and not paid .....  | 353,617.49    |
| Interest defaulted in preceding years, and paid in this .....  | 370,147.50    |
| Floating debt liquidated during the year, chargeable to income.....  | 11,823.47     |
| Balance for the year, deficit.....   | 386,079.95    |
| Balance at commencement of the year, deficit.....  | 68,720.67     |
| Balance at the close of the year, June 30, 1887, deficit .....   | 454,800.62    |
| Deduct charges to income account in previous years for transportation certificates redeemed that were properly a liquidation of debt credited back to income account and outstanding certificates charged..... | 48,974.20     |
| Deficit at close of year, June 30, 1887.....   | 405,826.23    |
| Add:   |               |
| Charges to income account, account of previous year:   |               |
| Deficit at close of year, June 30, 1886.....   |               |

## GENERAL RECAPITULATION.

|   |               |
|---|---------------|
| Total earnings.....   | \$ 575,988.50 |
| Total operating expenses and taxes.....   | 535,502.29    |
| Net earnings above operating expenses and taxes.....                              | 40,486.21     |
| Net earnings above operating expenses, taxes and rental.....                      | 35,315.98     |
| Gross earnings per train mile run, 640,164 miles .....                            | \$ .8997      |
| Net earnings per train mile run, 640,164 miles .....                              | .0532         |
| Percentage of net earnings to stock and debt (\$21,253,526.89)....                | .16           |
| Percentage of net earnings to cost of road and equipment (\$19,-840,051.49) ..... | .178          |

## TAXES.

|  |              |
|--|--------------|
| Entire tax for year 1886, Iowa.....  | \$ 48,092.92 |
| Entire tax for year 1886, Illinois.....                                    | 13,528.21    |
| Total .....  | \$ 62,021.13 |
| Of the above the Central Iowa Railway Company paid to December 1, 1886. \$ | 5,982.42     |
| Of the above the revenue paid all Illinois and first payment in Iowa ..... | 36,772.78    |
| Balance unpaid not due, second payment in Iowa.....                        | 19,265.93    |
| Total .....  | \$ 62,021.13 |

## SURPLUS.

|  |                 |
|--|-----------------|
| Surplus at the commencement of the year, deficit .....   | \$ 68,720.67    |
| Surplus at the close of the year, deficit.....   | 405,826.23      |
| Due on vouchers, accounts, interest and transportation certificates.....   | 1,149,757.15    |
| Proceeds consolidated bonds (discount, \$243,842.41; \$975,369.74)....   | 731,827.33      |
| Central Iowa Railway Company's indebtedness paid by receiver December 1, 1886 to June 30, 1887 less material, cash, etc., turned over to him December 1st, and collections since ..... | 120,882.67      |
| Total .....  | \$ 1,506,340.92 |
| Real estate .....  | \$ 1,438.73     |
| Amount of stock in other companies.....  | 32,016.08       |
| Amount absorbed in advance; interest on consolidated bonds.....  | 179,693.32      |
| Amount absorbed in construction, and old indebtedness .....  | 1,225,651.49    |
| Amount absorbed in leased rolling-stock .....  | 120,848.85      |
| Amount in material and balances from other roads .....   | 56,692.45       |
| Total.....   | \$ 1,506,340.92 |

## GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS, NOV. 30, 1886.

## DEBIT.

|  |                  |
|--|------------------|
| Cost of all construction, equipment and franchises ..... | \$ 18,620,400.00 |
| Charges to construction and equipment.....               | 1,117,399.68     |
| Paid old indebtedness (Central Railroad, of Iowa) .....  | 108,251.81       |
| Discount on consolidated bonds.....                      | 243,842.41       |
| Interest advanced on consolidated bonds .....            | 179,693.32       |
| Leased rolling-stock .....                               | 628,848.85       |
| Real estate.....   | \$ 1,438.73      |
| Stock in other companies.....                            | 32,016.08        |
| Bills receivable.....                                    | 800.15           |
| Miscellaneous book account .....                         | 35,892.30        |
| Profits and loss, balance .....                          | 405,826.23       |
| Total.....   | \$ 21,374,409.56 |

## CREDIT.

|   |                  |
|---|------------------|
| Capital stock.....  | \$ 10,043,400.00 |
| Funded debt .....   | 9,552,369.74     |
| Car trust certificates .....  | 508,000.00       |
| Freight transportation certificates outstanding:  |                  |
| Illinois.....   | \$ 132,545.41    |
| Iowa.....   | 226,700.65       |
| Unpaid interest, vouchers and bills payable .....   | 790,511.09       |
| Central Iowa Railway Company indebtedness paid by Receiver December 1, 1886 to June 30, 1887..... | \$ 290,491.14    |
| Less material, cash, etc., turned over to Receiver December 1, 1886.....                          | \$ 100,547.40    |
| Collected by him on all accounts December 1, 1886 to June 30, 1887.....                           | 69,061.01        |
| Total .....   | \$ 21,374,409.56 |



|  |         |
|--|---------|
| Length of main line of road from Albia, Iowa, to Manly Junction, Iowa.....     | 177.841 |
| Length of main line of road from Manly Junction, Iowa, to Northwood, Ia.....   | 11.640  |
| Length of main line of road from Manly Junction, Iowa, to Lyle, Minnesota..... | 20.200  |
| Length of main line of road from Oskaloosa, Iowa, to Iowa Junction, Ill.....   | 186.470 |
| Length of main line of road in Iowa.....                                       | 306.047 |
| Length of main line of road in Minnesota.....                                  | .345    |
| Length of main line of road in Illinois.....                                   | 89.759  |
| Branches owned by this company:  |         |
| Belmond branch.....  | 22.203  |
| Story City branch.....   | 34.510  |
| State Center branch.....   | 26.640  |
| Montezuma branch.....  | 13.612  |
| Newton branch.....   | 27.748  |
| Total length of branches owned by this company.....                            | 124.713 |
| Total length of branches owned by this company in Iowa.....                    | 124.713 |
| Total length of road belonging to this company.....                            | 428.094 |
| Total length of road belonging to this company in Iowa.....                    | 402.435 |
| Aggregate length of sidings and other tracks not above enumerated.....         | 61.014  |
| Owned.....   | 62.614  |
| Leased.....  | 1.400   |
| Same in Iowa.....  | 53.716  |
| Owned.....   | 52.901  |
| Leased.....  | .815    |
| Total length of steel rails in tracks in Iowa, exclusive of siding.....        | 185.639 |
| Owned.....   | 169.313 |
| Leased.....  | 21.327  |
| Total length of steel rails in tracks in Iowa, exclusive of sidings.....       | 185.639 |
| Total length of iron rails in tracks in Iowa, exclusive of sidings.....        | 245.125 |
| Weights per yard, steel, 52 to 60 pounds.....                                  |         |
| Weights per yard, iron, 52 to 56 pounds.....                                   |         |
| Gauge of track.....  | 4.84    |

## DESCRIPTION ON ROAD.

|  | Total miles. | Total miles in Iowa. | Total miles in Minnesota. | Total Miles in Illinois. | Leased and under contract. | Leased and under contract in Iowa. | Leased and under contract in Minnesota. | Leased and under contract in Illinois. |
|--|--------------|----------------------|---------------------------|--------------------------|----------------------------|------------------------------------|---|--|
| <b>MAIN LINE.</b>  |              |                      |                           |                          |                            |                                    |   |  |
| Albia Iowa to Manly Junction, Iowa.....                                    | 177.841      | 177.841              |                           |                          |                            |                                    |   |  |
| Manly Junction to Northwood.....   | 11.64        | 11.64                |                           |                          |                            |                                    |   |  |
| Manly Junction to Lyle, Minnesota.....                                     | 20.200       | 19.855               | .345                      |                          | 20.200                     | 19.855                             | .345                                    |  |
| Oskaloosa, Iowa, to Iowa Junction, Ill.....                                | 186.470      | 93.711               |                           | 89.759                   | 2.57                       | 1.470                              |   | 1.10                                   |
| <b>BRANCHES.</b>   |              |                      |                           |                          |                            |                                    |   |  |
| Hampton, Iowa, to Belmond, Iowa.....                                       | 22.203       | 22.203               |                           |                          |                            |                                    |   |  |
| Minerva Junction, Iowa, to Story City, Ia.....                             | 34.510       | 34.510               |                           |                          |                            |                                    |   |  |
| Newburg, Iowa, to State Center, Iowa.....                                  | 26.640       | 26.640               |                           |                          |                            |                                    |   |  |
| G. & M. Junction, Iowa, to Montezuma, Ia.....                              | 13.612       | 13.612               |                           |                          |                            |                                    |   |  |
| New Sharon, Iowa, to Newton, Iowa.....                                     | 27.748       | 27.748               |                           |                          |                            |                                    |   |  |
| Iowa Junction, Illinois, to Peoria, Illinois.....                          | 530.864      | 430.700              |                           |                          |                            |                                    |   |  |
| P. & P. M. R'y Co. tracks, under contract.....                             | 3.500        |                      |                           |                          | 3.5                        |                                    |   | 3.5                                    |
| Leased to B. C. R. & N. R'y Co., Manly Junction, Ia, to Northwood, Ia..... | 11.640       | 11.640               |                           |                          |                            |                                    |   |  |
| Total miles operated.....  | 512.724      | 419.120              | .345                      | 89.759                   | 26.270                     | 21.325                             | .345                                    | 4.600                                  |

## ROADS AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

|   |         |
|---|---------|
| Name, description and length of each:   |         |
| Peoria & Pekin Union R'y, Iowa Junction to Peoria, Ill.....                                 | 3.500   |
| Keithsburg Bridge Co.'s tracks.....   | 2.570   |
| Minnesota & Northwestern R'y, Manly Junction to Lyle, Minn.....                             | 20.200  |
| Total length of above roads.....  | 26.270  |
| Total length of above roads in Iowa.....  | 21.325  |
| Total length of above roads in other states:  |         |
| Minnesota.....  | .345    |
| Illinois.....   | 4.600   |
| Total miles of road operated by this company.....   | 512.724 |
| Total miles of road operated by this company in Iowa not reported by any other company..... | 419.120 |

## STATIONS.

|   |    |
|---|----|
| Number of stations on all roads owned by this company.....    | 98 |
| Same in Iowa.....   | 78 |
| Number of stations on all roads operated by this company..... | 99 |
| Same in Iowa.....   | 79 |
| Number of telegraph offices in stations in Iowa.....          | 66 |

## EMPLOYES.

|   |               |
|---|---------------|
| Average number of persons regularly employed on all roads operated by this company.....                                       | 1,194         |
| Same in Iowa.....   | 1,044         |
| Amount paid employees, including officials, on all roads operated by this company, for five months, ending Nov. 30, 1886..... | \$ 277,382.96 |
| Same in Iowa.....   | 245,382.95    |

## BRIDGES IN IOWA.

|  | No. | Aggregate length. |
|--|-----|-------------------|
| Wooden truss bridges over 100 feet in length.....      | 12  | 2,596             |
| Combination truss bridges over 100 feet in length..... | 2   | 820               |
| Iron truss bridges over 100 feet in length.....        | 3   | 1,141             |
| Wooden trestle and pile.....                           | 427 | 49,816            |

## BOX CULVERTS IN IOWA.

|             |     |     |
|-------------|-----|-----|
| Timber..... | 250 |     |
| Stone.....  | 2   | 225 |

## CATTLE-GUARDS.

|                     |     |
|---------------------|-----|
| Number in Iowa..... | 974 |
|---------------------|-----|

## RENEWAL OF BRIDGES IN IOWA.

|  |        |
|--|--------|
| Amount of timber used in renewals of wooden bridges during the five months (feet B. M.)..... | 65,436 |
| Timber culverts replaced with timber.....  | 7      |



## BRIDGES BUILT WITHIN THE YEAR IN IOWA.

| LOCATION.    | KIND.             | MATERIAL.  | WHEN BUILT.      | Length in feet. |
|--------------|-------------------|------------|------------------|-----------------|
| Newton ..... | Pile trestle..... | Wood ..... | July, 1886 ..... | 32              |

Give the average number of years the trestle and pile bridges last on your road in Iowa.....

Give the average number of years that wooden truss bridges last on your road in Iowa .....

## ROAD-BED AND TRACK.

|  |          |
|--|----------|
| Number of track sections in Iowa .....   | 59       |
| Average length of sections, miles.....   | 7        |
| Average number of men in each section gang.....  | 4        |
| Number of new ties laid in track during the year in Iowa.....                                      | 72,585   |
| Average number of new ties per mile of road .....  | 173      |
| New rails laid in track during the year in Iowa, steel—(625 860-2240 tons), miles .....            | 7        |
| Total track laid with new rails during the year in Iowa, miles .....                               | 7        |
| What is the average number of years that iron rails last in your track on main line in Iowa .....  | 6 to 10  |
| What is the average number of years that iron rails last in your track on branches in Iowa .....   | 12 to 15 |
| What is the average number of years that steel rails last in your track on main line in Iowa ..... | 10 to 15 |
| What is the average number of years that steel rails last in your track on branches in Iowa.....   | 15 to 20 |
| What is the average number of years that ties last in your track in Iowa..                         | 7 to 8   |

## CROSSINGS IN IOWA.

What railroad crosses your road at grade, and at what locality?

Burlington, Cedar Rapids & Northern, at Manly Junction, Abbott and Morning Sun.

Illinois Central, at Ackley.

Chicago, Iowa & Dakota, Eldora.

Chicago & Northwestern, at Gifford, Marshall, and 1 mile west of Wright.

Wisconsin, Iowa & Nebraska, at Marshalltown, and 1 mile west of State Center.

Chicago, Rock Island & Pacific, at Grinnell and Givin.

Chicago, Burlington & Quincy, at Maxon.

Burlington & Northwestern, at Brighton; 1 mile east of Oskaloosa; 1 mile west of Hedrick; 1½ miles west of Martinsburg.

Burlington & Western, at Winfield.

Chicago, Milwaukee & St. Paul, at Mason City, State Center Junction and Hedrick.

What railroads cross your road, either over or under, and at what locality?

C., M. & St. P., at Pickering.

C., R. I. & P., at Oskaloosa.

C., R. I. & P., at Brighton.

|  |     |
|--|-----|
| Number of highway crossings at grade.....                    | 405 |
| Number of highway crossings at which there are flagmen ..... | 3   |
| Number of highway crossings over railroad .....              | 4   |
| Number of highway crossings under railroad .....             | 8   |
| Number of highway bridges 20 feet above track .....          | 4   |

## FENCING IN IOWA.

|  |              |
|--|--------------|
| How many miles of fencing have you on your road in Iowa.....                             | 377½         |
| What is the average cost per rod, cents .....  | 55           |
| What is the total cost of same .....   | \$ 66,440.00 |
| How many miles of new fencing have you built during the year.....                        | 15½          |
| Give the number of miles needed on both sides of your track in all counties in Iowa..... | 223½         |

## ROLLING STOCK.

|  | LEASED. | OWNED.  | TOTAL. |
|--|---------|---------|--------|
| Number of passenger cars .....   | 6       | 13      | 19     |
| Number of baggage, mail and express cars .....   | 5       | 10      | 15     |
| Number of box freight cars.....  | 247     | 358     | 605    |
| Number of stock cars .....   |         | 54      | 54     |
| Number of platform and coal cars .....   | 297     | 568     | 865    |
| Number of other cars .....   |         | 20      | 20     |
| Total number of cars.....  | 555     | 1,023   | 1,578  |
| Number of locomotives, passenger .....   |         |         | 16     |
| Number of locomotives, freight .....   |         |         | 41     |
| Maximum weight of locomotives and tenders .....  |         | 60 tons |        |
| Average weight of locomotives and tenders .....  |         | 40 tons |        |
| Number of locomotives equipped with train brake .....  |         |         | 25     |
| Number of locomotives equipped with driver brake.....  |         |         | 12     |
| Maximum weight of passenger cars.....  |         | 22 tons |        |
| Average weight of passenger cars.....  |         | 20 tons |        |
| Number of passenger cars equipped with train brake.....  |         |         | 31     |
| Number of freight cars equipped with train brake.....  |         |         | 1,615  |
| Number of passenger cars equipped with Miller platform and buffer.....   |         |         | 30     |
| The amount of tonnage that can be carried over your road in Iowa exclusive of cars, by an engine of given weight (weight of engine 60 tons), 270 tons. |         |         |        |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |         |
|--|---------|
| Miles run by passenger trains during the year .....              | 235,152 |
| Miles run by freight trains during the year .....                | 405,012 |
| Miles run by switching trains during the year .....              | 77,725  |
| Miles run by construction and repair trains during the year..... | 20,750  |
| Miles run by other trains during the year.....                   | 7,156   |
| Total train mileage.....   | 745,795 |

## CARS AND WEIGHT OF TRAINS.

|   |       |
|---|-------|
| Average number of cars in passenger trains .....  | 3.41  |
| Average weight of passenger trains (exclusive of passengers and locomotives), tons..... | 70    |
| Average number of cars in freight trains .....  | 15.09 |
| Average weight of freight trains (exclusive of freight and locomotives), tons .....     | 135   |

## PASSENGER TRAFFIC.

|  |         |
|--|---------|
| Number of through passengers carried.....        | 18,679  |
| Number of local passengers carried.....          | 108,353 |
| Number of special ticket passengers carried..... | 24,594  |
| Total number of passengers carried.....          | 151,626 |



|  |           |
|--|-----------|
| Total passenger mileage or passengers carried one mile.....  | 4,824,204 |
| Average distance traveled by each passenger, miles.....      | 31.83     |
| Average amount received from each passenger, cents.....      | 62.31     |
| Highest rate of fare per mile for any distance, cents.....   | 9.8       |
| Lowest rate of fare per mile for any distance, cents.....    | 9         |
| Average rate of fare per mile for all passengers, cents..... | 2.588     |

## FREIGHT TRAFFIC.

|   |            |
|---|------------|
| Number of tons of through freight carried.....                | 74,776     |
| Number of tons of local freight carried.....                  | 287,999    |
| Total tons of freight carried.....                            | 362,769    |
| Total mileage of through freight (tons carried one mile)..... | 7,928,768  |
| Total mileage of local freight (tons carried one mile).....   | 31,265,661 |

|  |            |
|--|------------|
| Total freight mileage, or tons carried one mile.....   | 42,193,819 |
| Average rate per ton per mile received for through freight, cents.....   | 1.566      |
| Average rate per ton per mile received for local freight, cents.....   | .962       |
| Average rate per ton per mile received for all freight, cents.....   | .991       |
| Average cost per ton per mile to move freight, all expenses.....   | .918       |
| Percentage of freight originating at and carried to stations in Iowa, as compared with total freight carried in Iowa (this should not include fuel or any material for the use of the road)..... | 63.3       |

## CAR MILEAGE.

|   |           |
|---|-----------|
| Number of miles run by loaded freight cars east and south.....  | 978,911   |
| Number of miles run by loaded freight cars west and north.....  | 2,735,777 |
| Number of miles run by empty freight cars east and south.....   | 2,038,726 |
| Number of miles run by empty freight cars west and north.....   | 357,923   |
| Total freight car mileage.....  | 6,111,337 |
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south..... | 67½       |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north..... | 11½       |

## SPEED OF TRAINS IN IOWA.

|   |          |
|---|----------|
| Rate of speed of passenger trains per hour, including stops.....      | 22 to 30 |
| Rate of speed of freight trains per hour, including stops, miles..... | 9 to 12  |

## TONNAGE OF ARTICLES TRANSPORTED.

|   | TONS.   | PER CENT. |
|---|---------|-----------|
| Grain.....  | 29,540  | 10.9      |
| Flour.....  | 3,471   | .9        |
| Animals.....  | 17,819  | 4.9       |
| Lumber and forest products.....                           | 21,305  | 6.0       |
| Coal.....   | 232,977 | 64.3      |
| Plaster, lime and cement.....                             | 790     | .3        |
| Salt.....   | 3,043   | .8        |
| Petroleum and oil.....                                    | 1,142   | .3        |
| Iron, steel and castings.....                             | 1,888   | .5        |
| Stone and brick.....                                      | 5,720   | 1.6       |
| Merchandise, and other articles not enumerated above..... | 31,974  | 9.8       |
| Total tons carried.....                                   | 362,769 | 100.      |

TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT KEITHSBURG, IOWA.  
FOR THE FIVE MONTHS ENDING NOVEMBER 30, 1886.

|                                 |        |
|---------------------------------|--------|
| East bound, number of tons..... | 37,821 |
| West bound, number of tons..... | 17,977 |
| Total tons.....                 | 54,898 |

## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

## ORIGINATING AT AND CARRIED TO STATIONS IN IOWA.

|   | TONS.   | PER CENT. |
|---|---------|-----------|
| Grain.....  | 5,208   | 2.3       |
| Flour.....  | 569     | .2        |
| Animals.....  | 2,882   | 1.3       |
| Lumber and forest products.....                           | 1,285   | .7        |
| Coal.....   | 205,160 | 89.4      |
| Plaster, lime and cement.....                             | 327     |           |
| Salt.....   | 75      |           |
| Petroleum and oil.....                                    | 137     | .2        |
| Iron, steel and castings.....                             | 55      |           |
| Stone and brick.....                                      | 3,064   | 1.3       |
| Merchandise, and other articles not enumerated above..... | 10,622  | 4.6       |
| Total tons carried.....                                   | 229,594 | 100.      |

## ADDITIONAL QUESTIONS.

## SLEEPING-CARS.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings. Paid Pullman Palace Car Company \$2,968.35; paid Woodruff Palace Car Company \$1,574.68. Mileage is paid to sleeping-car companies, they receiving additional charges.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Iowa, and on what terms of service? Compensation allowed for the five months' service, \$15,734.80; based on amount and character of service; cars with proper conveniences furnished by the railway company.

What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$338.01.

## TELEGRAPH.

What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? Western Union Telegraph Company owns 4.20 miles.



## REPORT OF ACCIDENTS FOR IOWA DURING THE FIVE MONTHS ENDING NOVEMBER 30, 1886.

## KILLED AND INJURED.

| DATE.      | NAME AND OCCUPATION.            | PLACE.         | CAUSE OF ACCIDENT AND CHARACTER OF INJURY. |
|------------|---------------------------------|----------------|--|
| July 1886. | 5 Janitz Seftsona (child).      | Steamboat Rock | Crossing track; killed.                    |
| August     | 6 B. Courties, conductor.       | Stemrock       | Struck off pilot; foot bruised.            |
| August     | 6 T. H. W. Taylor, brakeman.    | Stemrock       | Struck by car; head injured.               |
| August     | 13 Curt Cable, sectionman.      | Steamboat Rock | Struck by tie; arm bruised.                |
| September  | 9 J. W. Fellows, brakeman.      | Grinnell       | Coupling; hip bruised.                     |
| August     | 28 Mrs. A. Percival, passenger. | Union          | Getting off train; knee hurt.              |
| October    | 6 Homer Head, brakeman.         | Hickory Grove  | Coupling; finger mashed.                   |
| November   | 16 J. Ke Down, switchman.       | Marshalltown   | Fell from car; killed.                     |
| November   | 18 F. Kiley, sectionman.        | Waverly        | Handling tie; finger mashed.               |
| November   | 17 A. Mahan, brakeman.          | Newport        | Handling tie; foot bruised.                |
| November   | 3 M. Eurgint, sectionman.       | Erick          | Car derailed; bruised.                     |
| November   | 21 M. Rodka, fireman.           | Mason City     | Handling ties; skin cut and arm broken.    |
|            |                                 | Lamy           | Collision; leg and hip mashed.             |

## TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT.        | KILLED.     |            |         | INJURED.    |            |         |
|---------------------------|-------------|------------|---------|-------------|------------|---------|
|                           | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Derailements.....         | 1           | 1          | 1       | 1           | 1          | 1       |
| Collisions.....           | 1           | 1          | 1       | 1           | 1          | 1       |
| Coupling cars.....        | 1           | 1          | 1       | 1           | 1          | 1       |
| Falling from trains.....  | 1           | 1          | 1       | 1           | 1          | 1       |
| Getting on and off.....   | 1           | 1          | 1       | 1           | 1          | 1       |
| Highway crossings.....    | 1           | 1          | 1       | 1           | 1          | 1       |
| Miscellaneous.....        | 1           | 1          | 1       | 1           | 1          | 1       |
| Overhead obstruction..... | 1           | 1          | 1       | 1           | 1          | 1       |
| Total.....                | 1           | 1          | 1       | 1           | 10         | 1       |

## SUMMARY OF ACCIDENTS FOR IOWA.

|  |    |
|--|----|
| Number of persons killed during the five months.....                   | 2  |
| Number of persons injured during the five months.....                  | 11 |
| Number of casualties purely accidental the entire five months.....     | 1  |
| Number resulting from lack of caution, carelessness or misconduct..... | 12 |
| Number of trespassers on track killed.....                             | 1  |

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—A. B. Stickney, St. Paul, Minn.  
 Vice-President—Russell Sage, New York, N. Y.  
 Secretary—C. H. Ackert, Marshalltown, Iowa.  
 Treasurer—Seth Zug, Marshalltown, Iowa.  
 General Manager—E. L. Dudley, Marshalltown, Iowa.  
 Assistant Superintendent—J. G. Johnson, Marshalltown, Iowa.  
 Chief Engineer—G. A. Pruden, Marshalltown, Iowa.  
 Superintendent of Telegraph—E. H. Chapman, Marshalltown, Iowa.  
 Auditor—M. C. Heallon, Marshalltown, Iowa.  
 General Passenger Agent—J. P. Nourse, Marshalltown, Iowa.  
 General Freight Agent—F. H. Simmons, Marshalltown, Iowa.  
 General Solicitor—A. C. Daly.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

C. W. Benson, St. Paul, Minn.  
 F. W. Haldekopen, New York, N. Y.  
 E. E. Chase, New York, N. Y.  
 Russell Sage, New York, N. Y.  
 C. Fairchild, Boston, Mass.  
 G. F. M. Davis, New York, N. Y.  
 A. B. Stickney, St. Paul, Minn.  
 F. Peabody, Jr., Boston, Mass.  
 E. H. Perkins, Jr., New York, N. Y.  
 H. J. Boardman, Boston, Mass.  
 H. Kennedy, New York, N. Y.

Date of annual meeting of stockholders, first Wednesday in June.  
 Fiscal year of company ends December 31st.  
 General offices of the company are located at Marshalltown, Iowa.



STATE OF IOWA, } ss.  
COUNTY OF MARSHALL }

E. L. Dudley, General Manager, and M. C. Heallon, Auditor, of the Central Iowa Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

E. L. DUDLEY,  
M. C. HEALLON.

Subscribed and sworn to before me, this 17th day of September, A. D. 1887.

[L. S.]

C. H. ACKERT,  
Notary Public.

Received and filed in the office of the Commissioners of Railroads this 21st day of September, 1887.

W. W. AINSWORTH, Secretary.

## REPORT

OF THE

## CENTRAL IOWA RAILWAY COMPANY,

FOR THE SEVEN MONTHS ENDING JUNE 30, 1887.

E. L. DUDLEY, Receiver.

REVENUE FOR THE SEVEN MONTHS ENDING JUNE 30, 1887.

MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                      | THROUGH.     | LOCAL.       | TOTAL.        |
|----------------------|--------------|--------------|---------------|
| December, 1886 ..... | \$ 5,229.15  | \$ 13,223.74 | \$ 18,452.89  |
| January, 1887 .....  | 4,194.47     | 9,982.86     | 14,177.33     |
| February, 1887 ..... | 3,873.06     | 10,294.07    | 14,167.13     |
| March, 1887 .....    | 6,918.80     | 14,086.35    | 21,005.15     |
| April, 1887 .....    | 6,397.80     | 12,185.46    | 18,583.26     |
| May, 1887 .....      | 7,167.44     | 12,146.54    | 19,313.98     |
| June, 1887 .....     | 6,430.93     | 15,321.35    | 21,752.28     |
| Totals .....         | \$ 40,161.65 | \$ 85,529.47 | \$ 125,691.12 |

FROM TRANSPORTATION OF FREIGHT.

|                      | THROUGH.      | LOCAL.        | TOTAL.        |
|----------------------|---------------|---------------|---------------|
| December, 1886 ..... | \$ 33,001.53  | \$ 64,731.98  | \$ 107,733.51 |
| January, 1887 .....  | 26,365.48     | 63,299.47     | 89,664.95     |
| February, 1887 ..... | 23,671.58     | 54,662.47     | 78,334.05     |
| March, 1887 .....    | 45,105.67     | 61,614.25     | 106,719.92    |
| April, 1887 .....    | 23,450.07     | 42,576.16     | 66,026.23     |
| May, 1887 .....      | 29,557.50     | 30,401.34     | 60,058.84     |
| June, 1887 .....     | 33,450.18     | 33,332.20     | 66,782.38     |
| Totals .....         | \$ 215,511.01 | \$ 363,617.86 | \$ 579,128.87 |



## FROM ALL OTHER SOURCES.

|                      | MAILS.       | EXPRESS.    | MISCELLANEOUS. | TOTAL.       |
|----------------------|--------------|-------------|----------------|--------------|
| December, 1886 ..... | \$ 3,158.96  | \$ 1,080.00 | \$ 1,424.17    | \$ 5,663.13  |
| January, 1887 .....  | 3,158.96     | 1,040.00    | 1,405.30       | 5,604.26     |
| February, 1887 ..... | 3,158.96     | 960.00      | 1,268.66       | 5,387.62     |
| March, 1887 .....    | 3,158.96     | 1,080.00    | 1,381.13       | 5,620.09     |
| April, 1887 .....    | 2,909.47     | 1,040.00    | 1,366.16       | 5,255.63     |
| May, 1887 .....      | 3,147.36     | 1,040.00    | 1,277.65       | 5,465.01     |
| June, 1887 .....     | 3,158.96     | 1,040.00    | 1,280.67       | 5,479.63     |
| Totals .....         | \$ 21,829.63 | \$ 7,280.00 | \$ 9,343.74    | \$ 38,453.37 |

## ANALYSIS OF EARNINGS.

## Earnings, passenger department:

|  |              |               |
|--|--------------|---------------|
| From local passengers .....                      | \$ 83,584.28 |               |
| From through passengers .....                    | 40,161.65    |               |
| From all passengers .....                        |              | \$ 123,745.93 |
| From express and baggage .....                   |              | 8,331.89      |
| From mails .....                                 |              | 21,829.63     |
| From other sources, passenger department .....   |              | 893.36        |
| Total earnings, passenger department .....       |              | \$ 154,800.75 |
| Earnings per train mile run, 290,103 miles ..... | \$ 0.5336    |               |

## Earnings, freight:

|   |               |  |
|---|---------------|--|
| From local .....                        | \$ 363,617.86 |  |
| From through .....                      | 215,511.01    |  |
| Other sources, freight department ..... |               |  |

|  |          |            |
|--|----------|------------|
| Total earnings freight department .....          |          | 579,128.87 |
| Earnings per train mile run, 560,106 miles ..... | \$ 1.034 |            |

|   |        |               |
|---|--------|---------------|
| Earnings per train mile run, from all trains earning revenue, 850,209 miles ..... | 0.8632 |               |
| Proportion for Iowa (transportation) .....  |        | 609,700.20    |
| Rents received for use of road and stations .....                                 |        | 8,166.79      |
| Various small items .....   | 788.17 |               |
| Telegraph earnings .....  | 388.87 | 1,177.94      |
| Total earnings from all sources .....   |        | \$ 743,273.36 |

|   |             |  |
|---|-------------|--|
| Earnings per mile of road operated, 512.734 miles ..... | \$ 1,449.66 |  |
| Proportion of earnings for Iowa .....                   | 638,974.35  |  |

## EXPENSES OF OPERATING THE ROAD FOR THE SEVEN MONTHS.

## CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|  |              |               |
|--|--------------|---------------|
| Repairs of road-bed and track .....                            | \$ 93,134.12 |               |
| Renewal of rails (No. tons laid, steel, 500 60-2240) .....     | 16,843.58    |               |
| Renewal of ties (No. laid, 16 set switch ties, 76,708) .....   | 36,890.80    |               |
| Repairs of bridges, including culverts and cattle-guards ..... | 35,243.72    |               |
| Repairs of fences, road-crossings and signs .....              | 2,567.35     |               |
| Repairs of buildings, stations and water-tanks .....           | 16,850.63    |               |
| Total .....  |              | \$ 201,629.60 |

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                      |              |
|--------------------------------------|--------------|
| Repairs of locomotives .....         | \$ 44,233.39 |
| Repairs of passenger cars .....      | 15,400.33    |
| Repairs of freight cars .....        | 28,832.56    |
| Repairs of tools and machinery ..... | 1,026.85     |
| Total .....                          | \$ 89,893.13 |

## CLASS 3—CONDUCTING TRANSPORTATION.

|  |               |
|--|---------------|
| Fuel for locomotives .....                           | \$ 57,982.32  |
| Water supply .....                                   | 3,312.23      |
| Oil and waste .....                                  | 8,003.65      |
| Locomotive service .....                             | 65,005.71     |
| Passenger train service .....                        | 8,586.23      |
| Passenger train supplies .....                       | 2,263.76      |
| Mileage of passenger cars (debit balance) .....      | 4,477.04      |
| Freight train service .....                          | 34,387.87     |
| Freight train supplies .....                         | 1,151.57      |
| Mileage of freight cars (debit balance) .....        | 7,051.22      |
| Telegraph expenses (maintenance and operating) ..... | 17,526.45     |
| Damage and loss of freight and baggage .....         | 19.64         |
| Damage to property and cattle .....                  | 2,648.30      |
| Personal injuries .....                              | 1,237.73      |
| Agents and station service .....                     | 39,067.48     |
| Station supplies .....                               | 2,175.92      |
| Sundries .....                                       | 61,542.62     |
| Total .....  | \$ 317,939.64 |

## CLASS 4—GENERAL EXPENSES.

|   |              |
|---|--------------|
| Salaries of general officers and clerks .....                   | \$ 26,218.63 |
| Legal expenses .....  | 3,885.88     |
| Insurance .....   | 1,925.00     |
| Stationery and printing, outside agencies and advertising ..... | 18,207.11    |
| Contingencies .....   | 7,477.98     |
| Taxes in Iowa .....   | \$ 27,905.56 |
| Taxes in other States .....                                     | 8,119.73     |
| Total taxes .....   | 36,025.29    |
| Total .....   | \$ 99,739.89 |

## RECAPITULATION OF EXPENSES.

|   |               |
|---|---------------|
| Maintenance of way and buildings .....  | \$ 201,629.60 |
| Maintenance of motive power and cars .....  | 89,893.13     |
| Conducting transportation .....   | 317,939.64    |
| General expenses, including taxes .....   | 99,739.89     |
| Total operating expenses and taxes .....  | \$ 709,202.26 |
| Operating expenses and taxes per mile of road operated (512.734 miles) .....                      | \$ 1,371.50   |
| Operating expenses and taxes per train mile run, for trains earning revenue (850,209 miles) ..... | 8271          |
| Proportion of operating expenses and taxes for Iowa .....   | 580,441.22    |
| Expenses of running and management of passenger trains, all expenses .....                        | 160,153.68    |



|   |            |
|---|------------|
| Expenses of running and management of passenger trains, per train mile... | .5321      |
| Expenses of running and management of freight trains, all expenses.....   | 543,018.58 |
| Expenses of running and management of freight trains, per mile.....       | .9025      |
| Expenses of running and management of all trains earning revenue.....     | .8271      |
| Percentage of expenses to earnings.....                                   | 94.61      |

## GENERAL EXHIBIT.

|  |               |
|--|---------------|
| Total earnings.....                                  | \$ 743,273.36 |
| Total expenses, including taxes.....                 | 703,202.98    |
| Net earnings.....                                    | 40,071.10     |
| Rentals, specifying amount paid to each company:     |               |
| Minnesota & Northwestern Railway.....                | 7,475.16      |
| Balance at the close of the year, June 30, 1887..... | \$ 32,595.94  |

## GENERAL RECAPITULATION.

|   |               |
|---|---------------|
| Total earnings.....   | \$ 743,273.36 |
| Total operating expenses and taxes.....                       | 703,202.98    |
| Net earnings above operating expenses and taxes.....          | 40,071.10     |
| Net earnings above operating expenses, taxes and rental.....  | 32,595.94     |
| Gross earnings per train mile run (850,200 miles).....        | .8742         |
| Net earnings per train mile run (850,200 miles).....          | .0383         |
| Percentage of net earnings to stock and debt.....             | .0017         |
| Percentage of net earnings to cost of road and equipment..... | .0018         |

## TAXES.

|   |              |
|---|--------------|
| Entire tax for the year 1886:   |              |
| Entire tax for year 1886—Iowa.....  | \$ 48,092.92 |
| Illinois.....   | 13,928.21    |
| Total.....  | \$ 62,021.13 |
| Of the above, the Central Iowa Railway paid to December 1, 1886.....          | \$ 5,982.42  |
| Of the above the Receiver paid all the Illinois and first payment in Iowa.... | 36,772.78    |
| Balance unpaid, not due, second payment in Iowa.....                          | 19,265.93    |
| Total.....  | \$ 62,021.13 |

## GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS, JUNE 30, 1887.

## DEBIT.

|   |               |
|---|---------------|
| Central Iowa Railway Company's indebtedness paid by Receiver.....                 | \$ 280,517.40 |
| Less material on hand, cash, etc., turned over to Receiver, December 1, 1886..... | 100,547.46    |
| And collections by him since.....   | 69,061.01     |
|   | \$ 169,608.47 |
| Material and supplies.....  | \$ 120,882.67 |
| Due from agents and companies.....  | 66,337.98     |
| Cash.....   | 53,730.45     |
|   | 73,373.37     |
|   | \$ 314,324.47 |

## CREDIT.

|                                      |               |
|--------------------------------------|---------------|
| Notes payable.....                   | \$ 27,518.21  |
| Vouchers and accounts.....           | 254,210.33    |
| Credit balance (income account)..... | 32,595.94     |
|                                      | \$ 314,324.47 |

## DESCRIPTION OF ROAD.

|   |         |
|---|---------|
| Length main line of road from Albia, Iowa, to Manly Junction, Iowa, miles.....        | 177.841 |
| Length main line of road from Manly Junction, Iowa, to Northwood, Iowa, miles.....    | 11.640  |
| Length main line of road from Manly Junction, Iowa, to Lyle, Minnesota, miles.....    | 20.200  |
| Length main line of road from Oskaloosa, Iowa, to Iowa Junction, Illinois, miles..... | 186.470 |
| Length main line of road in Iowa, miles.....  | 306.047 |
| Length main line of road in Minnesota, miles.....                                     | .345    |
| Length main line of road in Illinois, miles.....                                      | 89.759  |
| Branches owned by this company:   |         |
| Belmond Branch, miles.....  | 22.263  |
| Story City Branch, miles.....   | 34.510  |
| State Center Branch, miles.....   | 26.640  |
| Montezuma Branch, miles.....  | 13.612  |
| Newton Branch, miles.....   | 27.748  |
| Total length of branches owned by this company, miles.....                            | 124.713 |
| Total length of branches owned by this company in Iowa, miles.....                    | 124.713 |
| Total length of road belonging to this company.....                                   | 498.094 |
| Total length of road belonging to this company in Iowa.....                           | 409.435 |
| Aggregate length of sidings and other tracks not above enumerated, miles:             |         |
| Owned.....  | 62.614  |
| Leased.....   | 1.400—  |
| Same in Iowa:   |         |
| Owned.....  | 52.901  |
| Leased.....   | .815—   |
| Total length of steel rails in tracks in Iowa, exclusive of sidings, miles:           |         |
| Owned.....  | 169.313 |
| Leased.....   | 21.327— |
| Weights per yard, steel, 52 to 60 pounds.   | 185.639 |
| Weights per yard, iron, 52 to 56 pounds.  |         |
| Gauge of track, 4 feet 8½ inches.   |         |



## DESCRIPTION OF ROAD.

|   | Total miles. | Total miles in Iowa. | Total miles in Minnesota. | Total miles in Illinois. | Leased and under contract. | Leased and under contract in Iowa. | Leased and under contract in Minnesota. | Leased and under contract in Illinois. |
|---|--------------|----------------------|---------------------------|--------------------------|----------------------------|------------------------------------|---|--|
| <b>MAIN LINE:</b>   |              |                      |                           |                          |                            |                                    |   |  |
| Albia, Iowa, to Manly Junction, Iowa.   | 177.841      | 177.840              | ...                       | ...                      | ...                        | ...                                | ...                                     | ...                                    |
| Manly Junction, Iowa, to Northwood, Iowa.   | 11.610       | 11.610               | ...                       | ...                      | ...                        | ...                                | ...                                     | ...                                    |
| Manly Junction, Iowa, to Lyle, Minn.  | 20.700       | 19.835               | .315                      | ...                      | ...                        | ...                                | ...                                     | ...                                    |
| Oskaloosa, Iowa, to Iowa Junc., Ills.   | 186.470      | 98.711               | ...                       | 89.759                   | 2.570                      | 1.470                              | ...                                     | .110                                   |
| <b>BRANCHES:</b>  |              |                      |                           |                          |                            |                                    |   |  |
| Hampton, Iowa, to Belmond, Iowa.  | 23.203       | 22.263               | ...                       | ...                      | ...                        | ...                                | ...                                     | ...                                    |
| Minerva Junc., Iowa, to Story City, Ia.   | 34.510       | 31.510               | ...                       | ...                      | ...                        | ...                                | ...                                     | ...                                    |
| Newburg, Iowa, to State Center, Iowa.   | 26.610       | 26.610               | ...                       | ...                      | ...                        | ...                                | ...                                     | ...                                    |
| Grinnell & Montezuma Junction, Iowa, to Montezuma, Iowa.                          | 13.612       | 13.612               | ...                       | ...                      | ...                        | ...                                | ...                                     | ...                                    |
| New Sharon, Iowa, to Newton, Iowa.  | 27.748       | 27.748               | ...                       | ...                      | ...                        | ...                                | ...                                     | ...                                    |
| Iowa Junction, Ills., to Peoria, Ills. P. & P. U. R'y Co.'s track under contract. | 820.801      | 430.760              | .345                      | 89.759                   | 22.770                     | 21.325                             | .345                                    | .110                                   |
|   | 3.500        | ...                  | ...                       | 3.500                    | ...                        | ...                                | 3.500                                   | ...                                    |
| Less leased to B. C. R. & N. R'y Co., Manly Junction, Iowa, to Northwood, Iowa.   | 524.354      | 430.760              | .345                      | 89.759                   | 26.270                     | 21.325                             | .345                                    | 4.600                                  |
|   | 11.640       | 11.640               | ...                       | ...                      | ...                        | ...                                | ...                                     | ...                                    |
| <b>Total miles operated</b>   | 512.724      | 419.120              | .345                      | 89.759                   | 26.270                     | 21.325                             | .345                                    | 4.600                                  |

## ROADS AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

## Name, description and length of each, in miles:

|  |         |
|--|---------|
| Peoria & Pekin Union Railway, Iowa Junction to Pekin, Illinois                         | 5.50    |
| Keithsburg Bridge Company's tracks   | 2.870   |
| Minnesota & Northwestern Railway, Manly Junction to Lyle, Minn.                        | 20.200  |
| Total length of above roads  | 28.570  |
| Total length of above roads in Iowa  | 21.925  |
| <b>Total length of above roads in other States (specifying each):</b>                  |         |
| Minnesota  | .345    |
| Illinois   | 4.600   |
| Total miles of road operated by this company   | 512.724 |
| Total miles of road operated by this company in Iowa not reported by any other company | 419.120 |

## STATIONS.

|  |    |
|--|----|
| Number of stations on all roads owned by this company    | 98 |
| Same in Iowa   | 78 |
| Number of stations on all roads operated by this company | 99 |
| Same in Iowa   | 79 |
| Number of telegraph offices in stations in Iowa          | 66 |

## EMPLOYEES.

|  |               |
|--|---------------|
| Average number of persons regularly employed on all roads operated by this company   | 1,247         |
| Same in Iowa   | 1,092         |
| Amount paid employees, including officials, on all roads operated by this company, for the seven months ending June 30, 1887 | \$ 370,494.41 |
| Same in Iowa   | 325,494.41    |

## BRIDGES IN IOWA.

|   | Number. | Aggregate length, feet. |
|---|---------|-------------------------|
| Wooden truss bridges over 100 feet in length      | 12      | 2,500                   |
| Combination truss bridges over 100 feet in length | 2       | 280                     |
| Iron truss bridges over 100 feet in length        | 3       | 1,141                   |
| Wooden trestle and pile                           | 427     | 49,816                  |

## ARCH CULVERTS IN IOWA.

|        |     |     |
|--------|-----|-----|
| Timber | 212 |     |
| Stone  | 2   | 225 |

## CATTLE-GUARDS.

|                   |     |
|-------------------|-----|
| Number of in Iowa | 993 |
|-------------------|-----|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|   |        |
|---|--------|
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.)        | 61,224 |
| Timber culverts replaced with timber  | 13     |
| Give the average number of years the trestle and pile bridges last on your road in Iowa | 8      |
| Give the average number of years that wooden truss bridges last on your road in Iowa    | 12     |

## ROAD-BED AND TRACK.

|  |          |
|--|----------|
| Number of track sections in Iowa   | 50       |
| Average length of sections, miles  | 7        |
| Average number of men in each section gang   | 4        |
| Number of new ties laid in track during the year in Iowa                                     | 74,314   |
| Average number of new ties per mile of road in Iowa  | 180      |
| New rails laid in track during the year in Iowa—steel (500 6-2240), miles                    | 5        |
| Total track laid with new rails during the year in Iowa, miles                               | 5        |
| What is the average number of years that iron rails last in your track on main line in Iowa  | 6 to 10  |
| What is the average number of years that iron rails last in your track on branches in Iowa   | 12 to 15 |
| What is the average number of years that steel rails last in your track on main line in Iowa | 10 to 15 |
| What is the average number of years that steel rails last in your track on branches in Iowa  | 15 to 20 |
| What is the average number of years that ties last in your track in Iowa                     | 7 to 8   |

## CROSSINGS IN IOWA.

What railroad crosses your road at grade, and at what locality:

|   |
|---|
| Burlington, Cedar Rapids & Northern, at Manly Junction, Abbott and Morning Sun.   |
| Illinois Central, at Ackley.  |
| Chicago, Iowa & Dakota, at Eldora.  |
| Chicago & Northwestern, at Gifford, Marshall and one mile west of Wright.   |
| Wisconsin, Iowa & Nebraska, at Marshall and one mile west of State Center.  |
| Chicago, Rock Island & Pacific, at Grinnell and Glvin.  |
| Chicago, Burlington & Quincy, at Maxon.   |
| Burlington & Northwestern, at Brighton, 1 mile west of Oskaloosa, 1 mile west of Hedrick, and 1½ miles west of Martinsburg. |
| Burlington & Western, at Winfield.  |
| Chicago, Milwaukee & St. Paul, at Mason City, State Center Junction and Hedrick.  |



What railroads cross your road, either over or under, and at what locality?

Chicago, Milwaukee & St. Paul, at Pickering.

Chicago, Rock Island & Pacific, at Oskaloosa.

Chicago, Rock Island & Pacific, at Brighton.

|  |     |
|--|-----|
| Number of highway crossings at grade .....                   | 405 |
| Number of highway crossings at which there are flagmen ..... | 8   |
| Number of highway crossings over railroad .....              | 4   |
| Number of highway crossings under railroad .....             | 8   |
| Number of highway bridges 20 feet above track .....          | 4   |

#### FENCING IN IOWA.

|   |           |
|---|-----------|
| How many miles of fencing have you on your road in Iowa .....                             | 378.50    |
| What is the average cost per rod, both sides .....  | .55       |
| What is the total cost of the same .....  | 66,616.00 |
| How many miles of new fencing have you built during the year .....                        | 1         |
| Give the number of miles needed on both sides of your track in all counties in Iowa ..... | 222 3/4   |

#### ROLLING STOCK.

|   | Leased. | Owned. | Total. |
|---|---------|--------|--------|
| Number Passenger cars .....   | 6       | 13     | 19     |
| Number of baggage, mail and express cars .....  | 5       | 10     | 15     |
| Number of freight cars .....  | 247     | 358    | 605    |
| Number of stock cars .....  |         | 54     | 54     |
| Number of platform and coal cars .....  | 297     | 568    | 865    |
| Total number of cars .....  | 555     | 1,023  | 1,578  |
| Number of locomotives:  |         |        |        |
| Passenger .....   |         | 18     |        |
| Freight .....   |         | 39     |        |
| Maximum weight of locomotives and tenders, tons .....   |         |        | 67     |
| Average weight of locomotives and tenders, tons .....   |         |        | 60     |
| Number of locomotives equipped with train brake .....   |         |        | 40     |
| Number of locomotives equipped with driver brake .....  |         |        | 25     |
| Maximum weight of passenger cars, tons .....  |         |        | 12     |
| Average weight of passenger cars, tons .....  |         |        | 23     |
| Number of passenger cars equipped with train brake .....  |         |        | 20     |
| Number of freight cars equipped with air brake .....  |         |        | 81     |
| Number of passenger cars equipped with Miller platform and buffer .....   |         |        | 1,605  |
| The amount of tonnage that can be carried over your road in Iowa exclusive of cars, by an engine of given weight. Weight of engine, 60 tons ..... |         |        | 970    |

#### MILEAGE, TRAFFIC, ETC.

##### TRAIN MILEAGE.

|   |           |
|---|-----------|
| Miles run by passenger trains during the year .....               | 290,102   |
| Miles run by freight trains during the year .....                 | 56,106    |
| Miles run by switching trains during the year .....               | 121,362   |
| Miles run by construction and repair trains during the year ..... | 22,378    |
| Miles run by other trains during the year .....                   | 8,604     |
| Total train mileage .....   | 1,002,458 |

#### CARS AND WEIGHT OF TRAINS.

|   |       |
|---|-------|
| Average number of cars in passenger trains .....  | 3.11  |
| Average weight of passenger trains (exclusive of passengers and locomotives) tons ..... | 63    |
| Average number of cars in freight trains .....  | 13.24 |
| Average weight of freight trains (exclusive of freight and locomotives) tons .....      | 126   |

#### PASSENGER TRAFFIC.

|  |           |
|--|-----------|
| Number of through passengers carried .....                   | 16,688    |
| Number of local passengers carried .....                     | 131,064   |
| Number of special ticket passengers carried .....            | 12,266    |
| Total number of passenger carried .....                      | 160,018   |
| Total passenger mileage or passengers carried one mile ..... | 4,284,801 |
| Average distance traveled by each passenger .....            | 26.78     |
| Average amount received from each passenger .....            | 78.548    |
| Highest rate of fare per mile for any distance, cents .....  | 3 1/2     |
| Lowest rate of fare per mile for any distance, cents .....   | 2         |
| Average rate of fare per mile for all passengers .....       | 2.888     |

#### FREIGHT TRAFFIC.

|   |            |
|---|------------|
| Number of tons of through freight carried .....   | 114,887    |
| Number of tons of local freight carried .....   | 317,267    |
| Total tons of freight carried .....   | 462,254    |
| Total mileage of through freight (tons carried one mile) .....  | 15,203,893 |
| Total mileage of local freight (tons carried one mile) .....  | 38,502,564 |
| Total freight mileage, or tons carried one mile .....   | 51,706,457 |
| Average rate per ton per mile received for through freight, cents .....   | 1.417      |
| Average rate per ton per mile received for local freight, cents .....   | .996       |
| Average rate per ton per mile received for all freight, cents .....   | 1.12       |
| Average cost per ton per mile to move freight, cents .....  | 1.05       |
| Percentage of freight originating at, and carried to stations in Iowa, as compared with total freight carried in Iowa. (This should not include fuel or any material for the use of the road) ..... | 53.29      |

#### CAR MILEAGE.

|   |           |
|---|-----------|
| Number of miles run by loaded freight cars east and south ..... | 1,229,817 |
| Number of miles run by loaded freight cars west and north ..... | 3,219,030 |
| Number of miles run by empty freight cars east and south .....  | 2,441,016 |
| Number of miles run by empty freight cars west and north .....  | 497,107   |
| Total freight car mileage .....                                 | 7,416,970 |

|  |        |
|--|--------|
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south ..... | 66 1/4 |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north ..... | 13     |

#### SPEED OF TRAINS IN IOWA.

|   |          |
|---|----------|
| Rate of speed of passenger trains, including stops, miles ..... | 22 to 30 |
| Rate of speed of freight trains, including stops, miles .....   | 9 to 12  |



## TONNAGE OF ARTICLES TRANSPORTED.

|   | TONS.   | PER<br>CENT. |
|---|---------|--------------|
| Grain .....   | 56,427  | 7.9          |
| Flour .....   | 5,679   | 1.2          |
| Animals .....                                       | 25,444  | 5.5          |
| Lumber and forest products .....                    | 33,018  | 7.1          |
| Coal .....  | 290,024 | 62.7         |
| Plaster, lime and cement .....                      | 784     | .3           |
| Salt .....  | 1,103   | .4           |
| Petroleum and oil .....                             | 1,719   | .4           |
| Iron, steel and castings .....                      | 3,935   | .7           |
| Stone and brick .....                               | 4,625   | 1.0          |
| Merchandise and other articles not enumerated ..... | 59,796  | 12.9         |
| Total tons carried .....                            | 462,253 | 100          |

TONNAGE CROSSING THE MISSISSIPPI RIVER AT KEITHSBURG, IOWA, FOR THE YEAR  
ENDING JUNE 30, 1887.

|                                 |        |
|---------------------------------|--------|
| East bound number of tons ..... | 32,818 |
| West bound number of tons ..... | 26,611 |
| Total tons .....                | 59,429 |

## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

(Originating at and carried to stations in Iowa present seven months.)

|   | TONS.   | PER<br>CENT. |
|---|---------|--------------|
| Grain .....   | 9,371   | 2.9          |
| Flour .....   | 756     | .3           |
| Animals .....   | 4,382   | 1.8          |
| Lumber and forest products .....                          | 1,930   | .8           |
| Coal .....  | 214,459 | 87.0         |
| Plaster, lime and cement .....                            | 272     |              |
| Salt .....  | 102     |              |
| Petroleum and oil .....                                   | 158     | .2           |
| Iron, steel and castings .....                            | 107     |              |
| Stone and brick .....                                     | 2,173   | .9           |
| Merchandise and other articles not enumerated above ..... | 15,687  | 6.4          |
| Total tons moved .....                                    | 216,361 | 100          |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take freights at the depot, or at the office of such express company? United States Express Company, who supply agents and messengers. Railway company furnishing cars; freight taken and delivered at cars.

## SLEEPING CARS.

Do sleeping, parlor, or dining-cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Pullman, Woodruff and Wabash Western Railway Companies sleepers. Additional charges, according to distance, go to sleeping car companies.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings. Pullman, \$3,214.29; Woodruff, \$888.58; Wabash Western Railway Company, \$194.40. Mileage is paid by railway company to sleeping car companies; the latter receiving additional charges.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? Compensation allowed for seven months service is based on amount and character of service; cars with proper conveniences furnished by company. Total compensation, \$19,300.70.  
What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$378.02.

## TELEGRAPH.

What other company, if any, owns a telegraph on your right of way in Iowa, and how many miles do each own? Western Union Telegraph Company owns 420 miles.



## TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT.         | KILLED.    |            |         | INJURED.    |            |         |
|----------------------------|------------|------------|---------|-------------|------------|---------|
|                            | Passenger. | Employees. | Others. | Passengers. | Employees. | Others. |
| Coupling cars .....        | .....      | .....      | .....   | .....       | 5          | .....   |
| Falling from trains .....  | .....      | .....      | .....   | .....       | 2          | .....   |
| Miscellaneous .....        | .....      | .....      | 1       | .....       | 9          | .....   |
| Trespassers on track ..... | .....      | .....      | .....   | 1           | .....      | 15      |
| Total .....                | .....      | .....      | .....   | .....       | .....      | .....   |

## SUMMARY OF ACCIDENTS FOR IOWA.

|   |    |
|---|----|
| Number of persons killed during the seven months .....                      | 1  |
| Number of persons injured during the seven months .....                     | 15 |
| Number of casualties purely accidental during the entire seven months ..... | 11 |
| Number resulting from lack of caution, carelessness or misconduct .....     | 4  |
| Number of trespassers on track killed .....                                 | 1  |

## OFFICERS OF THE COMPANY, WITH LOCATION.

Secretary—C. H. Ackert, Marshalltown, Iowa.  
 Treasurer—Seth Zug, Marshalltown, Iowa.  
 General Manager—E. L. Dudley, Marshalltown, Iowa.  
 Assistant Superintendent—J. G. Johnston, Marshalltown, Iowa.  
 Chief Engineer—G. A. Pruden, Marshalltown, Iowa.  
 Superintendent of Telegraph—E. H. Caapman, Marshalltown, Iowa.  
 Auditor—M. C. Heallon, Marshalltown, Iowa.  
 General Passenger Agent—J. P. Nourse, Marshalltown, Iowa.  
 General Freight Agent—T. A. Simmons, Marshalltown, Iowa.  
 General Solicitor—A. C. Daly, Marshalltown, Iowa.  
 Receiver—E. L. Dudley, Marshalltown, Iowa.

STATE OF IOWA.  
 COUNTY OF MARSHALL. } ss.

E. L. Dudley, Receiver, and M. C. Heallon, Auditor of the Central Iowa Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of their knowledge and belief.

(Signed,)

E. L. DUDLEY,  
M. C. HEALION.

[I. S. O. F. R. R.]

Subscribed and sworn to before me, this 17th day of September, A. D. 1887.

C. H. ACKERT,  
Notary Public.

[I. S.]

Received and filed in the office of the Commissioners of Railroads, this 21st day of September, A. D. 1887.

W. W. AINSWORTH, Secretary.

## REPORT OF ACCIDENTS FOR IOWA DURING THE SEVEN MONTHS ENDING JUNE 30, 1887.

## KILLED AND INJURED.

| DATE.       | NAME AND OCCUPATION.       | PLACE.       | CAUSE OF ACCIDENT AND CHARACTER OF INJURY. |
|-------------|----------------------------|--------------|--|
| 1886.       |                            |              |  |
| December 21 | C. W. Crow, brakeman.      | Marshalltown | Coupling; finger mashed.                   |
| December 18 | C. E. George, brakeman.    | Grinnell     | Brake broke; hand bruised.                 |
| December 18 | C. E. Armstrong, brakeman. | Marshalltown | Coupling; fingers bruised.                 |
| January 5   | A. C. Jones, brakeman.     | Nugent       | Fell from car; back injured.               |
| January 10  | John Bowen, conductor.     | Brignton     | Handling coal derrick; finger bruised.     |
| February 24 | J. H. Vaughn, brakeman.    | Mason City   | Fell on ice; leg injured.                  |
| February 23 | Carroll Deeds, brakeman.   | Oskaloosa    | Coupling; foot sprained.                   |
| February 18 | J. H. Morrison, brakeman.  | Limber Creek | Slipped on car; testicle injured.          |
| February 18 | J. H. Keefe, brakeman.     | Wiley        | Coupling; fingers injured.                 |
| April 4     | W. A. Keefe, brakeman.     | Wiley        | Coupling; fingers injured.                 |
| April 26    | Unknown, brakeman.         | Elried       | Struck by train; killed.                   |
| May 6       | J. H. Baker, brakeman.     | Morning Sun  | Fell from car; head bruised.               |
| June 25     | Wm. Plotner, brakeman.     | Chapin       | Struck by car seat; knee injured.          |
| May 6       | Jas. Weaver, brakeman.     | Marshalltown | Slipped on car; leg injured.               |
| May 29      | J. H. Howard, laborer.     | Newburg      | Rail fell on leg; ankle injured.           |
| June 18     | H. Solomon, caller.        | Marshalltown | Hit by door; injured slightly.             |



## REPORT

OF THE

## CHICAGO, BURLINGTON &amp; QUINCY RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

## CAPITAL STOCK.

|   |                  |
|---|------------------|
| Amount authorized by articles of association.....     | No limit.        |
| Amount authorized by vote of the company.....         | \$ 76,580,505.00 |
| Number of shares issued, amount paid in .....         | \$ 76,390,505.00 |
| Amount of common stock issued .....                   | \$ 76,390,505.00 |
| Total amount paid in as per books of the company..... | \$ 76,390,505.00 |

|  |                 |
|--|-----------------|
| Total miles of road owned by this company.....     | Ans. elsewhere. |
| Amount of stock per mile of road.....              | \$ 18,573.35    |
| Amount of stock representing the road in Iowa..... | 11,337,130.17   |
| Total number of stockholders.....                  | 10,568          |

## DEBT.

| NAME OF BONDS.                  | When issued.  | When payable. | Rate per cent.       | Interest, when payable. | Amount.          |
|---------------------------------|---------------|---------------|----------------------|-------------------------|------------------|
| C. B. & Q. 2nd mort. in con.    | July 1, 1860  | July 1, 1890  | 4 Jan. 1, July 1...  | \$ 360,000.00           |                  |
| C. B. & Q. Trust mortgage...    | Oct. 1, 1864  | Oct. 1, 1890  | 7 April 1, Oct. 1... | 653,000.00              |                  |
| C. B. & Q. Plain mortgage...    | Jan. 1, 1872  | Jan. 1, 1896  | 7 Jan. 1, July 1...  | 547,500.00              |                  |
| C. B. & Q. Consol. mortg'd...   | July 1, 1873  | July 1, 1903  | 7 Jan. 1, July 1...  | 13,396,000.00           |                  |
| C. B. & Q. 5s of 1901.....      | Oct. 1, 1876  | Oct. 1, 1901  | 5 April 1, Oct. 1... | 2,325,000.00            |                  |
| C. B. & Q. 5s of 1895.....      | June 1, 1875  | June 1, 1895  | 5 June 1, Dec. 1...  | 378,000.00              |                  |
| C. B. & Q. Iowa Division .....  | Oct. 1, 1879  | Oct. 1, 1919  | 5 April 1, Oct. 1... | 2,912,000.00            |                  |
| C. B. & Q. Iowa Division .....  | Oct. 1, 1879  | Oct. 1, 1919  | 4 April 1, Oct. 1... | 5,590,000.00            |                  |
| C. B. & Q. 4s of 1921.....      | Sept. 1, 1881 | Sept. 1, 1921 | 4 Mar. 1, Sept. 1... | 4,500,000.00            |                  |
| C. B. & Q. 4s of 1922.....      | Feb. 1, 1882  | Feb. 1, 1922  | 4 Feb. 1, Aug. 1...  | 7,568,000.00            |                  |
| C. B. & Q. Plain .....          | May 1, 1883   | May 1, 1913   | 5 May 1, Nov. 1...   | 9,600,000.00            |                  |
| C. B. & Q. Neb ext'n S. F. mtg  | Oct. 1, 1863  | Oct. 1, 1923  | 4 May 1, Nov. 1...   | 7,400,000.00            |                  |
| R. & M. (Iowa) land grant ..... | July 1, 1870  | July 1, 1880  | 7 April 1, Oct. 1... | 4,170,500.00            |                  |
| R. & M. (Iowa) con. ....        | July 1, 1869  | July 1, 1894  | 8 Jan. 1, July 1...  | 152,500.00              |                  |
| R. & M. in Neb., consol. mort.  | July 1, 1878  | July 1, 1918  | 8 Jan. 1, July 1...  | 65,000.00               |                  |
| R. & M. in Neb., 4s 1910 .....  | Jan. 1, 1880  | Jan. 1, 1910  | 4 Jan. 1, July 1...  | 12,858,000.00           |                  |
| Rep. Valley R. R. 6s .....      | July 1, 1879  | July 1, 1919  | 4 Jan. 1, July 1...  | 3,347,000.00            |                  |
| C. B. & Q. Bond Scrip .....     |               |               |                      | 1,078,000.00            |                  |
| Total .....                     |               |               |                      | 157.88                  | \$ 86,999,707.88 |

Note.—By sale and consolidation the Burlington & Missouri River Railroad Company's road, property and franchises have been merged with those of the Chicago, Burlington & Quincy Railroad Co., the managers of which have not the information necessary for answering many of the questions asked in this report. Most of the records of the B. & M. R. R. Co. were destroyed by fire in 1872.

## CONTINGENT LIABILITIES FOR BRANCH LINES, JUNE 30, 1887.

| NAME OF BOND.                 | When issued.  | When payable. | Rate per cent.       | Interest, when payable. | Amount of bonds outstanding. |
|-------------------------------|---------------|---------------|----------------------|-------------------------|------------------------------|
| C. O. & F. R. V. R. R. ....   | July 1, 1870  | July 1, 1900  | 8 Jan. 1 and July 1  | \$ 1,076,000            |                              |
| Illinois Grand Trunk R'y..... | Oct. 1, 1870  | Oct. 1, 1890  | 8 April 1 and Oct. 1 | 890,000                 |                              |
| Quincy & Warsaw R. R.....     | July 1, 1870  | July 1, 1890  | 8 Jan. 1 and July 1  | 720,000                 |                              |
| Dixon, Peoria & H. R. R.....  | July 1, 1869  | July 1, 1889  | 8 Jan. 1 and July 1  | 545,500                 |                              |
| Omaha & Southwestern R'y...   | June 1, 1871  | June 1, 1896  | 8 June 1 and Dec. 1  | 669,000                 |                              |
| Aitchison & Neb. R. R.....    | March 1, 1878 | March 1, 1908 | 7 Mar. 1 and Sept. 1 | 1,125,000               |                              |
| Lincoln & Northwestern R'y... | Jan. 1, 1880  | Jan. 1, 1910  | 7 Jan. 1 and July 1  | 600,000                 |                              |
| Nebraska R'y .....            | Oct. 1, 1877  | Oct. 1, 1896  | 7 April 1 and Oct. 1 | 385,000                 |                              |
| Total .....                   |               |               |                      |                         | \$ 6,011,000                 |

|  |                  |
|--|------------------|
| Amount of debt per mile of road [4,112.969 miles] .....    | \$ 21,132.84     |
| Amount of debt representing the road in Iowa .....         | \$ 17,071,050.00 |
| Total amount of stock and debt.....                        | 163,290,212.86   |
| Amount of stock and debt per mile of road.....             | 39,726.19        |
| Amount of interest paid representing the road in Iowa..... | 849,678.50       |

## COST OF ROAD AND EQUIPMENT.

|  |                   |
|--|-------------------|
| All items charged to construction (not enumerated) .....             | \$ 91,517,624.80  |
| Branch roads.....  | 41,932,136.03     |
| Total expended for construction.....                                 | \$ 133,449,760.83 |
| Average cost of construction per mile of road [4,224.733 miles]..... | 31,588.74         |

## COST OF EQUIPMENT.

|   |                   |
|---|-------------------|
| Total for equipment.....  | \$ 20,862,903.73  |
| Average cost of equipment per mile of road operated by company [4,224.733 miles]..... | 4,938.27          |
| Total cost of road and equipment.....   | \$ 154,312,664.56 |

|  |               |
|--|---------------|
| Average cost of road and equipment per mile [4,224.733 miles]..... | \$ 36,526.01  |
| Proportion of cost of road and equipment for Iowa .....            | 29,177,670.60 |
| Average cost of road and equipment per mile in Iowa.....           | 36,526.01     |

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL STOCK AND DEBT HAVE BEEN INCREASED DURING THE YEAR ON IOWA LINES.

|  |               |
|--|---------------|
| Grading and superstructure.....                                    | \$ 18,833.46  |
| Bridging and masonry .....   | 96,102.42     |
| Land, land damages and fences .....                                | 29,059.36     |
| Passenger and freight stations, coal sheds and water stations..... | 1,493.49      |
| Reorganizing yards.....  | 29,292.13     |
| Miscellaneous .....  | 1,881.84      |
| New side tracks .....  | 18,688.17     |
| Double track extension .....                                       | 74,477.76     |
| Total for construction .....                                       | \$ 269,837.08 |



## EQUIPMENT.

|   | Number. |               |
|---|---------|---------------|
| Locomotives .....                               |         | \$ 32,845.29  |
| Passenger, mail, baggage and express cars ..... | 7       | 27,723.67     |
| Parlor, dining and sleeping cars .....          | 1       | 5,786.97      |
| Freight and other cars .....                    | 670     | 446,633.64    |
| Wrecking cars, pile-drivers and tools .....     | Tools.  | 10,855.54     |
| Total for equipment .....                       |         | \$ 517,844.81 |

The equipment account is for the whole line, and includes amounts expended on rolling stock not finished at end of year.

|   |               |
|---|---------------|
| Total expenditures charged to property accounts .....   | \$ 787,681.91 |
| Net addition to property accounts during the year ..... | 787,681.92    |

## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS, IOWA LINES.

|                       | THROUGH. | LOCAL. | TOTAL.        |
|-----------------------|----------|--------|---------------|
| July, 1886 .....      |          |        | \$ 115,672.37 |
| August, 1886 .....    |          |        | 124,967.26    |
| September, 1886 ..... |          |        | 155,287.02    |
| October, 1886 .....   |          |        | 140,813.49    |
| November, 1886 .....  |          |        | 113,721.49    |
| December, 1886 .....  |          |        | 140,367.45    |
| January, 1887 .....   |          |        | 161,623.68    |
| February, 1887 .....  |          |        | 92,605.91     |
| March, 1887 .....     |          |        | 127,373.23    |
| April, 1887 .....     |          |        | 122,971.47    |
| May, 1887 .....       |          |        | 116,538.29    |
| June, 1887 .....      |          |        | 132,924.49    |
| Total .....           |          |        | 1,452,769.68  |

## FROM TRANSPORTATION OF FREIGHT.

|                       | THROUGH. | LOCAL. | TOTAL.        |
|-----------------------|----------|--------|---------------|
| July, 1886 .....      |          |        | \$ 491,290.08 |
| August, 1886 .....    |          |        | 609,986.74    |
| September, 1886 ..... |          |        | 513,605.96    |
| October, 1886 .....   |          |        | 553,036.69    |
| November, 1886 .....  |          |        | 447,988.38    |
| December, 1886 .....  |          |        | 496,498.94    |
| January, 1887 .....   |          |        | 572,373.45    |
| February, 1887 .....  |          |        | 314,441.61    |
| March, 1887 .....     |          |        | 530,830.71    |
| April, 1887 .....     |          |        | 430,641.18    |
| May, 1887 .....       |          |        | 291,193.45    |
| June, 1887 .....      |          |        | 267,493.90    |
| Total .....           |          |        | 5,411,538.99  |

## MONTHLY EARNINGS—FROM ALL OTHER SOURCES, IOWA LINES.

|                       | MAILS.       | EXPRESS.     | MISCELLANEOUS. | TOTAL.       |
|-----------------------|--------------|--------------|----------------|--------------|
| July, 1886 .....      | \$ 18,605.84 | \$ 10,846.40 | \$ 7,472.17    | \$ 36,924.50 |
| August, 1886 .....    | 18,373.80    | 11,492.20    | 7,370.82       | 37,236.82    |
| September, 1886 ..... | 18,786.20    | 10,710.63    | 6,597.90       | 36,094.73    |
| October, 1886 .....   | 18,568.53    | 10,901.66    | 6,640.34       | 36,110.53    |
| November, 1886 .....  | 18,576.75    | 10,972.44    | 6,969.84       | 36,519.03    |
| December, 1886 .....  | 18,612.91    | 11,030.26    | 13,845.79      | 43,488.96    |
| January, 1887 .....   | 18,444.63    | 11,074.97    | 8,332.80       | 37,852.40    |
| February, 1887 .....  | 18,576.75    | 10,733.29    | 7,733.27       | 37,043.31    |
| March, 1887 .....     | 18,664.84    | 10,764.74    | 10,740.55      | 40,169.13    |
| April, 1887 .....     | 18,550.08    | 11,519.27    | 8,147.84       | 38,217.19    |
| May, 1887 .....       | 18,590.32    | 8,698.98     | 6,600.15       | 33,889.45    |
| June, 1887 .....      | 18,659.13    | 8,235.92     | 10,399.41      | 37,294.46    |
| Total .....           | 223,027.68   | 126,948.85   | 100,850.58     | 450,827.11   |

## ANALYSIS OF EARNINGS.

|  |                 |  |
|--|-----------------|--|
| Earnings, passenger :  |                 |  |
| Through passengers .....   | \$ 1,452,263.02 |  |
| Express .....  | 126,948.85      |  |
| Mails .....  | 223,027.68      |  |
| Total earnings, passenger department .....   | \$ 1,802,244.55 |  |
| Earnings per train mile run [1,392,113 miles] .....                                  | \$ 1.30         |  |
| Earnings, freight :  |                 |  |
| Through freight .....  | 5,411,538.99    |  |
| Earnings per train mile run [3,713,632 miles] .....                                  | 1.46            |  |
| Earnings per train mile run, from all trains earning revenue [5,105,745 miles] ..... | 1.41            |  |
| Proportion of earnings for Iowa .....  | All in Iowa.    |  |
| Rents received for use of road and miscellaneous .....                               | 100,850.58      |  |
| Total earnings from all sources .....  | \$ 7,315,134.12 |  |
| Earnings per mile off road operated [793,891 miles] .....                            | \$ 9.2129       |  |
| Proportion of earnings for Iowa .....  | All in Iowa.    |  |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR—IN IOWA.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|   |               |
|---|---------------|
| Repairs of road-bed and track .....                         | \$ 391,958.65 |
| Renewal of rails (No. of tons laid, steel, 8,334.708) ..... | 261,386.68    |
| Renewal of ties (No. laid, 213,071) .....                   | 152,912.47    |
| Repairs of bridges, including culverts .....                | 192,341.52    |
| Repairs of fences, road-crossings and signs .....           | 38,675.66     |
| Repairs of buildings, stations and water-tanks .....        | 79,988.21     |
| Total .....   | 1,120,262.19  |

## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|                              |               |
|------------------------------|---------------|
| Repairs of locomotives ..... | \$ 344,586.19 |
| Repairs of cars .....        | 415,711.64    |
| Total .....                  | \$ 760,297.83 |



## CLASS 3.—CONDUCTING TRANSPORTATION.

|  |                        |
|--|------------------------|
| Fuel for locomotives .....                           | \$ 462,014.94          |
| Water supply .....                                   | 66,518.40              |
| Oil and waste .....                                  | 17,679.73              |
| Locomotive service .....                             | 374,699.90             |
| Train service .....                                  | 330,991.09             |
| Train supplies .....                                 | 64,035.64              |
| Mileage of cars (credit balance) .....               | 180,868.01             |
| Telegraph expenses (maintenance and operating) ..... | 101,952.79             |
| Damage and loss of freight .....                     | 8,657.91               |
| Damages to property and cattle .....                 | \$ 49,042.54           |
| Personal injuries .....                              | 42,496.75              |
| Agents and station service .....                     | 294,582.18             |
| Station supplies .....                               | 74,557.12              |
| <b>Total .....</b>                                   | <b>\$ 1,706,572.16</b> |

## CLASS 4.—GENERAL EXPENSES.

|   |                      |
|---|----------------------|
| Salaries of general officers and clerks .....                   | \$ 236,275.80        |
| Legal expenses .....  | 36,206.73            |
| Insurance .....   | 15,194.53            |
| Stationery and printing, outside agencies and advertising ..... | 48,518.21            |
| Miscellaneous and rentals .....                                 | 107,031.17           |
| Taxes in Iowa .....   | \$ 151,024.33        |
| Taxes in other States .....                                     | 286,486.77           |
| <b>Total taxes .....</b>  | <b>437,511.10</b>    |
| <b>Total .....</b>  | <b>\$ 940,737.03</b> |

## RECAPITULATION OF EXPENSES.

|   |                        |
|---|------------------------|
| Maintenance of way and buildings .....  | \$ 1,120,263.19        |
| Maintenance of motive power and cars .....  | 760,297.83             |
| Conducting transportation .....   | 1,706,572.16           |
| General expenses, including taxes .....   | 940,737.03             |
| <b>Total operating expenses and taxes .....</b>   | <b>\$ 4,527,870.71</b> |
| Operating expenses and taxes per mile of road operated (903,569 miles) .....                        | \$ 5,011.09            |
| Operating expenses and taxes per train mile run, for trains earning revenue (5,105,745 miles) ..... | .88                    |
| Expenses of running and management of all trains earning revenue .....                              | 4,527,870.71           |
| <b>Percentage of expenses to earnings .....</b>   | <b>61.90</b>           |

## GENERAL EXHIBIT—ALL STATES.

|  |                         |
|--|-------------------------|
| Total earnings .....   | \$ 29,083,522.90        |
| Total expenses, including taxes .....                        | 15,116,562.26           |
| <b>Net earnings .....</b>                                    | <b>\$ 13,956,960.64</b> |
| Rentals, specifying amount paid to each company .....        | 161,708.38              |
| Iowa .....   | \$ 43,110.13            |
| Interest accruing during the year .....                      | 4,416,237.24            |
| Interest paid during the year .....                          | 4,416,237.24            |
| Interest on funded debt .....                                | 4,416,237.24            |
| Interest paid on funded debt .....                           | 4,416,237.24            |
| Dividends declared (5 per cent) .....                        | 6,110,852.00            |
| Balance for the year .....                                   | 2,532,001.47            |
| Balance at commencement of the year .....                    | 9,984,129.28            |
| <b>Balance at the close of the year, June 30, 1887 .....</b> | <b>\$ 12,516,133.75</b> |

## GENERAL RECAPITULATION—IOWA.

|  |                 |
|--|-----------------|
| Total earnings .....   | \$ 7,315,134.12 |
| Total operating expenses and taxes .....                       | 4,527,870.71    |
| Net earnings above operating expenses and taxes .....          | 2,787,263.41    |
| Net earnings above operating expenses, taxes and rental .....  | 2,787,263.41    |
| Gross earnings per train mile run (5,105,745 miles) .....      | \$ 1.43         |
| Net earnings per train mile run (5,105,745 miles) .....        | 0.55            |
| Percentage of net earnings to stock and debt .....             | 5.75            |
| Percentage of net earnings to cost of road and equipment ..... | 7.03            |

## TAXES.

## AMOUNT PAID FOR YEAR ENDING JUNE 30, 1887.

|                   |               |
|-------------------|---------------|
| In Iowa .....     | \$ 151,024.33 |
| In Illinois ..... | 279,863.99    |
| In Missouri ..... | 6,622.78      |

## SURPLUS.

|   |                 |
|---|-----------------|
| The amount invested in railroad bonds, the number of bonds and the par value of each, the name of each road, and the amount invested in the bonds of each : |                 |
| In the hands of the trustees of the Iowa Land Grant mortgage, and sundry securities and cash awaiting investments .....                                     | \$ 6,517,787.51 |
| In the hands of the trustees of the Iowa mortgage to secure 5 per cent bonds of 1895, and sundry securities and cash awaiting investments .....             | 215,668.76      |
| In the hands of the trustees of the Iowa mortgage to secure 4 and 5 per cent bonds of 1919, and sundry securities and cash awaiting investments .....       | 1,198,085.27    |



## GENERAL BALANCE SHEET, AT THE CLOSING OF ACCOUNTS, JUNE 30, 1887.

## DEBIT.

|  |                   |
|--|-------------------|
| Construction account .....                               | \$ 91,917,624.80  |
| Equipment .....  | 20,862,903.73     |
| Branch roads .....                                       | 41,932,136.03     |
| Cash and cash items .....                                | 1,350,453.09      |
| Accounts and bills receivable and payable, balance ..... | 3,025,989.21      |
| Stocks and bonds of connecting and leased lines .....    | 10,063,961.92     |
| Materials and supplies .....                             | 3,378,546.33      |
| Sinking funds .....                                      | 9,941,243.59      |
| Total assets .....                                       | \$ 182,672,858.70 |

## CREDIT.

|                               |                   |
|-------------------------------|-------------------|
| Capital stock .....           | \$ 76,390,525.00  |
| Funded debt .....             | 80,988,707.86     |
| Income account, surplus ..... | 13,093,388.52     |
| Renewal fund .....            | 9,000,000.00      |
| Profit and loss .....         | 2,000,257.32      |
| Total liabilities .....       | \$ 182,672,858.70 |

## DESCRIPTION OF ROAD.

|  |         |
|--|---------|
| Length main line of road, from center of Mississippi river to Union Pacific transfer ..... | 296.200 |
| Length main line of road in Iowa .....   | 296.200 |
| Length of double track in main line .....  | 72.161  |
| Same in Iowa .....   | 72.161  |
| Branches owned by this company, Iowa and Missouri lines .....                              | 607.369 |
| Branches owned in Iowa and Missouri, giving distances from junction with the main line :   |         |
| Burlington to Keokuk .....   | 42.277  |
| Albia to Moravia .....   | 11.500  |
| Albia to Des Moines .....  | 67.941  |
| Chariton to Leon .....   | 36.724  |
| Leon to Grant City .....   | 57.720  |
| Bethany Junction to Albany .....   | 48.220  |
| Albany to St. Joseph, Mo. ....   | 48.690  |
| Chariton to Indianola and Des Moines .....   | 46.937  |
| Creston to Hopkins .....   | 44.609  |
| Creston to Fontanelle .....  | 27.424  |
| Fontanelle to Cumberland .....   | 20.327  |
| Villisca to Burlington Junction .....  | 33.004  |
| Red Oak to East Nebraska City .....  | 49.809  |
| Red Oak to Griswold .....  | 18.641  |
| Hastings to Sidney .....   | 21.116  |
| Hastings to Carson .....   | 15.792  |
| Clarinda to Northboro .....  | 17.818  |
| Total .....  | 707.380 |
| In Iowa .....  | 497.691 |
| In Missouri .....  | 109.678 |
| Total length of branches operated by this company, Iowa and Missouri lines .....           | 607.369 |
| Total length of branches operated by this company in Iowa .....                            | 497.691 |
| Total length of road belonging to this company, Iowa lines .....                           | 903.569 |

|   |         |
|---|---------|
| Total length of road belonging to this company in Iowa .....                        | 767.891 |
| Aggregate length of sidings and other tracks not above enumerated, Iowa lines ..... | 291.361 |
| Same in Iowa .....  | 284.047 |
| Total length of steel rails in tracks in Iowa, exclusive of sidings .....           | 558.326 |
| Total length of iron rails in tracks in Iowa .....                                  | 285.490 |
| Weights per yard, steel, 56, 60 and 66 pounds.                                      |         |
| Weights per yard, iron, average 60 pounds.  |         |
| Gauge of track, 4 feet, 8½ inches.  |         |

## LENGTH OF LINES OPERATED BY C. B. &amp; R. Q. R. IN ALL STATES IN 1887.

|  | Miles operated. |
|--|-----------------|
| Illinois .....   | 1,174.340       |
| Iowa .....   | 797.572         |
| Missouri .....   | 111.192         |
| Nebraska .....   | 1,781.799       |
| Kansas .....   | 184.940         |
| Colorado .....   | 174.890         |
| Total .....  | 4,221.733       |
| Total miles of road controlled by this company .....   | 4,221.733       |
| Total miles of road operated by this company in Iowa not reported by any other company ..... | 767.891         |

## STATIONS.

|  |     |
|--|-----|
| Number of stations on all roads owned by this company* .....   | 307 |
| Same in Iowa .....   | 129 |
| Number of stations on all roads operated by this company ..... |     |
| Same in Iowa .....   | 129 |
| Number of telegraph offices in stations in Iowa .....          | 120 |

## EMPLOYEES.

|   |                 |
|---|-----------------|
| Number of persons regularly employed on all roads operated by this company .....  | 12,874          |
| Same in Iowa .....  | 5,355           |
| Amount paid employees, including officials, on all roads operated by this company for the year ending June 30, 1887 ..... | \$ 7,299,684.92 |
| Same in Iowa .....  | 2,950,501.80    |

## BRIDGES IN IOWA.

|  | Number. | Aggregate Length ft. |
|--|---------|----------------------|
| Wooden truss bridges over 100 feet in length ..... | 23      | 1,356                |
| Iron truss bridges over 100 feet in length .....   | 25      | 5,713                |
| Wooden trestle and pile .....                      | 1,017   | 74,822               |
| Iron trestle .....                                 | 5       | 1,520                |
| Iron girders .....                                 | 38      | 2,679                |

## ARCH CULVERTS AND VIADUCTS IN IOWA.

|                                    |    |
|------------------------------------|----|
| With 20 feet opening or more ..... | 20 |
|------------------------------------|----|

\*NOTE: Last year's figures included stations on lines of road which have not been entered in this year's report.



## BOX CULVERTS.

|             |     |
|-------------|-----|
| Timber..... | 873 |
| Stone.....  | 447 |

## CATTLE-GUARDS.

|                      |       |
|----------------------|-------|
| Number in Iowa ..... | 1,614 |
|----------------------|-------|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|   |           |
|---|-----------|
| Amount of timber used in renewals of wooden bridges during the year (feet (B. M.).....) | 2,501,907 |
| Amount of trestle work replaced with earth during the year (lineal feet) ...            | 3,032     |
| Timber culverts replaced with sewer pipe.....   | 19        |
| Timber culverts replaced with timber.....   | 37        |

## BRIDGES BUILT WITHIN THE YEAR IN IOWA.

| LOCATION.     | KIND.           | MATERIAL. | WHEN BUILT.     | Length in feet |
|---------------|-----------------|-----------|-----------------|----------------|
| Red Oak ..... | Iron truss..... | .....     | May, 1887 ..... | 264            |

Give the average number of years the trestle and pile bridges last on your roads in Iowa. 9  
 Give the average number of years that wooden truss bridges last on your road in Iowa (if covered ..... 14

## ROAD-BED AND TRACK.

|   |         |
|---|---------|
| Number of track sections in Iowa.....   | 167     |
| Average length of sections, miles .....   | 5       |
| Average number of men in each section gang.....   | 5       |
| Number of new ties laid in track during the year in Iowa .....                                    | 213,071 |
| New rails laid in track during the year in Iowa—steel (834,768 tons) miles...                     | 92,585  |
| Total track laid with new rails during the year in Iowa, miles .....                              | 92,588  |
| What is the average number of years that iron rails last in your track on branches in Iowa.....   | 8       |
| What is the average number of years that steel rails last in your track on main line in Iowa..... | 6       |
| What is the average number of years that steel rails last in your track on branches in Iowa.....  | 10      |
| What is the average number of years that ties last in your track in Iowa?                         |         |
| Oak .....   | 9       |
| Cedar .....   | 6       |

## CROSSINGS IN IOWA.

What railroad crosses your road at grade, and at what locality?

Chicago, Rock Island & Pacific, at Fairfield.  
 Chicago, Rock Island & Pacific, at Ottumwa, east.  
 Wabash, St. Louis & Pacific, at Ottumwa.  
 Chicago, Milwaukee & St. Paul, at Ottumwa.  
 Central of Iowa, at Maxon.  
 Wabash, St. Louis & Pacific, at Albia, twice.  
 Osceola, Des Moines & Southern, at Osceola.  
 Wabash, St. Louis & Pacific, at Malvern.  
 Wabash, St. Louis & Pacific, at Shenandoah.  
 Wabash, St. Louis & Pacific, at Clark.  
 Humeston & Shenandoah, at Clarinda.  
 Humeston & Shenandoah, over Chicago, Burlington & Quincy, at Conway.  
 Kansas City, St. Jo. & Council Bluffs, at Pacific Junction.  
 Humeston & Shenandoah, near Conway.  
 Chicago, Rock Island & Pacific, at East Des Moines.  
 Chicago, Rock Island & Pacific, at Des Moines.  
 Osceola, Des Moines & Southern, at Leon.

|   |     |
|---|-----|
| Number of highway crossings at grade .....                    | 901 |
| Number of highway crossings at which there are flagmen.....   | 9   |
| Number of highway crossings over railroad.....                | 22  |
| Number of highway crossings, under railroad .....             | 16  |
| Number of highway bridges 20 feet above track .....           | 11  |
| Number of highway bridges less than 20 feet above track ..... | 5   |

## FENCING IN IOWA.

|  |           |
|--|-----------|
| How many miles of fencing have you on your road in Iowa.....       | 1,066,010 |
| What is the average cost per rod (estimated).....                  | 1.00      |
| What is the total cost of same (estimated) .....                   | 34,123.20 |
| How many miles of new fencing have you built during the year ..... | 58,996    |

Give the number of miles needed single fence in each county in Iowa :

|                               |        |
|-------------------------------|--------|
| In Monroe county .....        | 21.85  |
| In Lee county.....            | 5.29   |
| In Polk county.....           | 6.48   |
| In Pottawattamie county ..... | 2.30   |
| In Lucas county .....         | 24.19  |
| In Cass county.....           | 2.15   |
| In Warren county .....        | 3.00   |
| In Decatur county.....        | 11.78  |
| In Ringgold county.....       | 23.88  |
| In Page county .....          | 12.49  |
| In Union county.....          | 26.12  |
| In Adair county .....         | 29.41  |
| In Fremont county.....        | 5.38   |
| In Mills county .....         | 7.25   |
| In Appanoose county.....      | 1.25   |
| In Wapello county.....        | .....  |
| In Wayne county.....          | 4.69   |
| Total miles.....              | 187.51 |



## ROLLING STOCK.

|  | IOWA. | WHOLE ROAD. |
|--|-------|-------------|
| Number of passenger cars.....                                    | 89    | 189         |
| Number of baggage, mail and express cars.....                    | 34    | 81          |
| Number of parlor and sleeping cars, belonging to Pullman Co..... | 9     | 17          |
| Number of dining cars.....                                       | ..    | 6           |
| Number of freight cars.....                                      | 5,290 | 12,778      |
| Number of stock cars.....  | 1,076 | 2,164       |
| Number of platform and coal cars.....                            | 1,371 | 3,085       |
| Number of other cars.....  | 521   | 1,148       |
| Total number of cars.....  | 8,351 | 19,468      |

|   |     |
|---|-----|
| Number of locomotives.....  | 463 |
| Maximum weight of locomotives and tenders, tons.....  | 81½ |
| Average weight of locomotives and tenders, tons.....  | 65½ |
| Number of locomotives equipped with train brake.....  | 450 |
| Number of locomotives equipped with driver brake.....   | 450 |
| Maximum weight of passenger cars, tons.....   | 37  |
| Average weight of passenger cars, tons.....   | 27  |
| Number of passenger cars equipped with train brake.....   | 114 |
| Number of freight cars equipped with train brake.....   | 779 |
| Number of freight cars equipped with air brake.....   | 779 |
| Number of passenger cars equipped with Miller platform and buffer.....  | 205 |
| Number of freight cars equipped with automatic coupler.....   | 8   |
| The amount of tonnage that can be carried over your road in Iowa exclusive of cars, by an engine of given weight. Weight of engine 81 tons ; Burlington to Ottumwa, 440 tons summer; winter, 420 tons; Ottumwa to Chariton, 780 tons, summer; 700 tons, winter; Chariton to Creston, 460 tons, summer; 380 tons, winter; Creston to Pacific Junction, 500 tons, summer; 460 tons, winter. |     |

## MILEAGE, TRAFFIC, ETC—IOWA LINES.

## TRAIN MILEAGE.

|  |           |
|--|-----------|
| Miles run by passenger trains during the year..... | 1,371,159 |
| Miles run by freight trains during the year.....   | 3,629,816 |
| Miles run by switching trains during the year..... | 104,770   |
| Total train mileage.....                           | 5,105,745 |

## CARS AND WEIGHT OF TRAINS.

|  |      |
|--|------|
| Average number of cars in passenger trains.....                        | 4.9  |
| Average weight of passenger trains, exclusive of passengers, tons..... | 165  |
| Average number of cars in freight trains.....                          | 20.9 |
| Average weight of freight trains, exclusive of freight, tons.....      | 229  |

## PASSENGER TRAFFIC.

|  |           |
|--|-----------|
| Total number of passengers carried.....                    | 1,253,571 |
| Highest rate of fare per mile for any distance, cents..... | 2         |

## FREIGHT TRAFFIC.

|  |             |
|--|-------------|
| Number of tons of through freight carried, Iowa.....   | 1,425,659   |
| Number of tons of local freight carried, Iowa.....   | 1,464,701   |
| Total tons of freight carried.....   | 2,890,360   |
| Total freight mileage, or tons carried one mile.....   | 603,124,198 |
| Average rate per ton per mile received for all freight.....  | .897        |
| Percentage of freight originating at, and carried to stations in Iowa, as compared with total freight carried in Iowa. (This should not include fuel or any material for the use of the road)..... | 13.8        |

## CAR MILEAGE.

|   |            |
|---|------------|
| Number of miles run by loaded freight cars east.....                              | 25,203,867 |
| Number of miles run by loaded freight cars west.....                              | 34,596,287 |
| Number of miles run by empty freight cars east.....                               | 11,356,085 |
| Number of miles run by empty freight cars west.....                               | 4,660,698  |
| Total freight car mileage.....  | 75,816,937 |
| Percentage of empty freight cars hauled east to all freight cars hauled east..... | 31.06      |
| Percentage of empty freight cars hauled west to all freight cars hauled west..... | 41.87      |

## SPEED OF TRAINS IN IOWA.

|   |    |
|---|----|
| Rate of speed of passenger trains, including stops..... | 25 |
| Rate of speed of freight trains, including stops.....   | 13 |

## TONNAGE OF ARTICLES TRANSPORTED—WHOLE LINE.

|   | TONS.     | PER CENT. |
|---|-----------|-----------|
| Grain.....  | 1,802,343 | 24.30     |
| Flour.....  | 272,090   | 3.66      |
| Provisions (beef, pork, lard, etc.).....                    | 164,775   | 2.21      |
| Animals.....  | 725,659   | 9.75      |
| Other agricultural products.....                            | 70,320    | .94       |
| Lumber and forest products.....                             | 1,101,578 | 14.81     |
| Coal.....   | 1,386,311 | 18.64     |
| Plaster, lime and cement.....                               | 78,777    | 1.06      |
| Salt.....   | 123,436   | 1.65      |
| Iron, steel, castings and minerals.....                     | 438,430   | 5.88      |
| Stone and brick.....  | 115,494   | 1.55      |
| Manufactures—articles shipped from point of production..... | 133,533   | 1.78      |
| Merchandise, and other articles not enumerated above.....   | 1,023,813 | 13.77     |
| Total tons carried.....                                     | 7,436,582 | 100.      |

## TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT BURLINGTON, IOWA, FOR THE YEAR ENDING JUNE 30, 1887.

|                                 |           |
|---------------------------------|-----------|
| East bound, number of tons..... | 1,205,979 |
| West bound, number of tons..... | 786,450   |
| Total tons.....                 | 1,992,429 |



TONNAGE CROSSING THE MISSOURI RIVER BRIDGE AT PLATTSMOUTH, IOWA,  
FOR THE YEAR ENDING JUNE 30, 1887.

|                                  |           |
|----------------------------------|-----------|
| East bound, number of tons ..... | 789,926   |
| West bound, number of tons.....  | 937,160   |
| Total tons.....                  | 1,727,086 |

TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|   | TONS.     | PER<br>CENT. |
|---|-----------|--------------|
| Grain .....   | 925,801   | 32.03        |
| Flour.....  | 28,761    | .99          |
| Provisions (beef, pork, lard, etc.) .....                   | 70,617    | 2.44         |
| Animals .....   | 277,628   | 9.61         |
| Other agricultural products.....                            | 32,756    | 1.13         |
| Lumber and forest products .....                            | 465,666   | 16.12        |
| Coal.....   | 486,762   | 16.84        |
| Plaster, lime and cement .....                              | 28,306    | .93          |
| Salt .....  | 40,776    | 1.42         |
| Iron, steel and castings .....                              | 103,381   | 3.58         |
| Stone and brick .....                                       | 26,453    | .93          |
| Manufactures—articles shipped from point of production..... | 43,341    | 1.49         |
| Merchandise, and other articles not enumerated above .....  | 360,106   | 12.45        |
| Total tons carried .....                                    | 2,890,310 | 100.         |

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? The American Express Company does the usual express business, receiving and caring for freight and delivering it at trains. The railroad company furnishes accommodations in its passenger trains for the express business, and the express company pays an agreed rate for the same, and is not limited as to the class of traffic it shall carry.

SLEEPING-CARS.

Do sleeping, parlor or dining-cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? The Pullman Palace Car Company runs its own sleepers over the road and collects all revenue from sleeping accommodations. The railroad company keeps the cars in repair on the outside and the Pullman Co. inside. The railroad company runs its own dining-cars.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings. The only amount paid is for repairs to Pullman sleeping-cars. The Pullman Co. receives all the earnings.

UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? On main line, two trains each way daily, except Sunday; on branches and at small stations, one train each way daily. Receipts in Iowa for year ending June 30, 1887, were \$223,027.63.

What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$1,794.45.

TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? 838.  
What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? No other telegraph company owns lines on our road.

LANDS—CONGRESSIONAL GRANT.

|  |              |
|--|--------------|
| State the number of acres of land your company has already received from the Congressional grants.....         | 358,424.00   |
| State the average price at which these lands have been sold or contracted by the company .....                 | \$ 11.88     |
| State the number of acres sold .....   | 347,908.56   |
| State the amount received from sales—principal and interest.....   | 5,071,071.38 |
| State the amount unpaid on outstanding contracts—principal and interest..                                      | 344,748.98   |
| State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1887.....     | 5,534,431.06 |
| State the amount expended in sale and management of lands.....   | 556,429.87   |
| State the amount of taxes paid on lands to June 30, 1887.....  | 265,447.04   |
| State the amount realized from the sale of lands above the expenses incurred in the management and taxes ..... | 4,712,554.15 |



## REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1887.

## KILLED.

| DATE.       | NAME AND OCCUPATION.          | PLACE.           | CAUSE OF ACCIDENT AND CHARACTER OF INJURY. |
|-------------|-------------------------------|------------------|--|
| 1886.       |                               |                  |  |
| July 7      | Unknown tramp                 | New London       | Found dead.                                |
| July 11     | L. Babcock, citizen           | Burlington       | Getting on train; killed.                  |
| July 15     | Richard Garrity, laborer      | Woodburn         | Struck by train; killed.                   |
| July 21     | John Loomis, miner            | Lucas            | Struck by train; killed.                   |
| July 27     | Unknown                       | Ft. Madison      | Suicide; killed.                           |
| August 2    | A. A. Kaufman, brakeman       | Villisca         | Stepped in front train; killed.            |
| August 10   | Mrs. M. Cole, passenger       | Burlington       | Jumped off; killed.                        |
| August 12   | John Whalen, bootmaker        | Ottumwa          | Struck by train; killed.                   |
| August 28   | W. D. Horton, citizen         | Ottumwa          | Walking on track; killed; trespass.        |
| August 29   | P. Madison, boy               | West Burlington  | Fell between cars; killed; trespass.       |
| October 1   | W. A. Sigerson, citizen       | Burlington       | Fell from train; killed.                   |
| October 28  | J. A. McFadden, farmer        | Albia            | Getting on train; killed; drunk.           |
| December 30 | P. Kloppenstein               | Burlington       | Struck by train; killed.                   |
| December 7  | Ed Zollars, cigarmaker        | Ottumwa          | Struck by switch; killed.                  |
| December 15 | John Bundler, switchman       | Ottumwa          | Getting on engine; killed.                 |
| December 20 | S. T. Phillips, miner         | Cleveland        | Caught between cars; killed.               |
| December 25 | Ben Swanson                   | Ottumwa          | Struck by train; killed; trespass.         |
| 1887.       |                               |                  |  |
| January 26  | J. Thies, carpenter           | Skunk River      | Fell from bridge; killed.                  |
| February 9  | John A. Murray, switchman     | Chariton         | Struck by train; killed.                   |
| February 15 | Jas. Sweis, sectionman        | Emerson          | Struck by train; killed.                   |
| February 22 | W. H. Townsend, lumber dealer | Lucas            | Struck by train; killed.                   |
| February 23 | R. S. A. Kiley, brakeman      | Red Oak          | Rear collision; killed.                    |
| March 9     | R. B. Shipley, brakeman       | Villisca         | Caught in frog; killed.                    |
| March 12    | Dan Neal, farmer              | Fairfield        | Suicide; killed.                           |
| March 17    | T. Mathews, passenger         | Red Oak          | Rear collision; killed.                    |
| March 20    | G. E. Beach, car repairer     | Pacific Junction | Fell from car; killed.                     |
| April 4     | F. McCallum, brakeman         | Fairfield        | Fell from train; killed.                   |
| May 31      | F. Standiford, laborer        | Garden Grove     | Fell between cars; killed.                 |
| June 8      | J. O'Brien, laborer           | Villisca         | Drowned.                                   |
| June 9      | F. Allen, citizen             | Burlington       | Getting off train; killed.                 |
| June 11     | Thos. McDole, brakeman        | Woodburn         | Struck by train; killed.                   |
| June 17     | A. Duncan, boy                | Mt. Pleasant     | Getting on train; killed; trespass.        |
| June 21     | John Engle, laborer           | Davis City       | Fell between cars; killed.                 |
| June 21     | Jas. Kelley, section foreman  | Murray           | Struck by engine; killed.                  |
| June 24     | H. Krebs, brakeman            | Corning          | Struck by engine; killed; trespass.        |
| June 25     | J. Gehring                    | Pacific Junction | Struck by engine; killed; trespass.        |

## INJURED.

|              |                                  |                  |   |
|--------------|----------------------------------|------------------|---|
| 1886.        |                                  |                  |   |
| July 11      | W. L. Helms, brakeman            | Red Oak          | Fell from engine; ankle sprained.       |
| July 15      | E. Emery, engineer               | Stanton          | Collision; shoulder dislocated.         |
| July 26      | Dennis Murphy, switchman         | Ottumwa          | Coupling; hand mashed.                  |
| August 7     | W. B. Johnson, farmer            | Red Oak          | Struck by engine; head crushed.         |
| August 12    | Jas. Lyons, laborer              | Bridgewater      | Jumped from train; left leg broken.     |
| September 13 | Charles J. Bush, conductor       | Woodburn         | Getting on train; right leg broken.     |
| September 21 | A. Wallenstein, laborer          | Rome             | Earth caved on him; ribs broken.        |
| September 30 | W. E. Wyatt, brakeman            | Union            | Fell from train; shoulder dislocated.   |
| October 6    | C. M. Sedman, laborer            | Agency           | Tie fell on him; foot crushed.          |
| October 13   | F. Dobbins, boy                  | Albia            | Fell from cars; arm crushed.            |
| October 21   | W. C. Tedford, laborer           | Chariton         | Struck by car; leg broken.              |
| October 25   | W. N. Kelleman, brakeman         | Albany           | Caught in turn-table; toes mashed.      |
| November 4   | J. J. McDonough, section foreman | Knoxville        | Collision; spine injured.               |
| November 6   | Ben Young, section man           | Cleveland        | Coupling; hand mashed.                  |
| November 14  | A. Ringquist, laborer            | Callicoth        | Struck by engine; lung ruptured.        |
| November 15  | F. Crowder, brakeman             | Hamburg          | Coupling; hand crushed.                 |
| November 19  | L. Millhouse, laborer            | Montross         | Tie fell on him; leg broken.            |
| November 26  | E. G. Bennett, stone inspector   | Burlington       | Fell; ankle broken.                     |
| November 27  | Geo. Hasleman, tramp             | Murray           | Getting on train; toes mashed.          |
| December 1   | A. H. French, switchman          | West Burlington  | Fell from engine; arm crushed.          |
| December 24  | W. T. Bigham, brakeman           | Albia            | Coupling, arm broken.                   |
| December 25  | B. W. Skinner, foreman           | Burlington       | Fell under train; leg cut off.          |
| 1887.        |                                  |                  |   |
| January 4    | G. C. Toombs, carpenter          | Albia            | Fell from building; arm and leg broken. |
| January 13   | J. M. McMann, brakeman           | Clarinda         | Caught in rail; foot crushed.           |
| January 15   | F. M. Callahan, switchman        | Chariton         | Fell between cars; mashed both legs.    |
| January 25   | Geo. Tines, foreman              | Wever            | Struck by engine; hip dislocated.       |
| February 22  | C. A. Tindell, brakeman          | Villisca         | Caught between cars; foot crushed.      |
| March 3      | John Eisel, fireman              | Red Oak          | Caught in coal chute; leg broken.       |
| March 4      | Thomas Hancock, miner            | West Burlington  | Struck by train; leg broken.            |
| March 4      | F. Schultz, laborer              | Zero             | Tie fell on him; arm broken.            |
| March 7      | C. G. Daniels, brakeman          | Villisca         | Coupling; hand crushed.                 |
| March 11     | Gus Smith, passenger             | Rome             | Thumb shut in door; lost it.            |
| March 17     | L. Jenning, passenger            | Red Oak          | Collision; leg broken.                  |
| March 20     | J. Van Ghent, engineer           | Creston          | Collision; body badly bruised.          |
| March 29     | F. Jackson, switchman            | Pacific Junction | Coupling; arm cut off.                  |
| April 2      | H. B. Godell, conductor          | Rome             | Fell from car; leg broken.              |
| April 23     | W. Schroder, brakeman            | Creston          | Caught in cog wheel; hand crushed.      |
| April 29     | H. Rowan, brakeman               | Mt. Pleasant     | Coupling; fingers cut off.              |
| April 30     | H. Glandon, laborer              | West Burlington  | Fell from car; leg broken.              |
| May 3        | W. Converse, laborer             | Malvern          | Rail fell on him; leg broken.           |
| May 12       | W. Davis, boy                    | Burlington       | Climbing through train; foot crushed.   |
| May 26       | Charles Home, brakeman           | Maxon            | Coupling; leg cut off.                  |
| June 1       | C. F. Dennis, farmer             | Fromwell         | Jumped from train; arm broken.          |
| June 1       | Carner, laborer                  | Cleveland        | Struck by train; leg broken.            |
| June 29      | John W. Johnson, miner           | Ottumwa          | Struck by train; head badly cut.        |



## TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT.                             | KILLED.     |            |         | INJURED.    |            |         |
|--|-------------|------------|---------|-------------|------------|---------|
|  | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Derailments.....                               | 1           | 1          | 1       | 3           | 1          | 1       |
| Collisions.....                                | 1           | 1          | 1       | 1           | 1          | 1       |
| Caught in frogs, guard rails, or switches..... | 1           | 1          | 1       | 1           | 1          | 1       |
| Coupling cars.....                             | 1           | 1          | 1       | 1           | 1          | 1       |
| Falling from trains.....                       | 1           | 1          | 1       | 1           | 1          | 1       |
| Getting on and off trains.....                 | 1           | 1          | 1       | 1           | 1          | 1       |
| Highway crossings.....                         | 1           | 1          | 1       | 1           | 1          | 1       |
| Miscellaneous.....                             | 1           | 1          | 1       | 1           | 1          | 1       |
| Overhead obstruction.....                      | 1           | 1          | 1       | 1           | 1          | 1       |
| Stealing rides.....                            | 1           | 1          | 1       | 1           | 1          | 1       |
| While intoxicated.....                         | 1           | 1          | 1       | 1           | 1          | 1       |
| Trespassers on track.....                      | 1           | 1          | 1       | 1           | 1          | 1       |
| Total.....                                     | 2           | 14         | 20      | 2           | 30         | 7       |

## SUMMARY OF ACCIDENTS IN IOWA.

|  |    |
|--|----|
| Number of persons killed during the year.....                          | 38 |
| Number of persons injured during the year.....                         | 45 |
| Number of casualties purely accidental during the entire year.....     | 25 |
| Number resulting from lack of caution, carelessness or misconduct..... | 20 |
| Number of persons killed while intoxicated.....                        | 1  |
| Number of trespassers on track killed.....                             | 6  |
| Number of trespassers on track injured.....                            | 2  |
| Suicides in Iowa.....  | 3  |

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—Chas. E. Perkins, Burlington, Iowa.  
*Vice-President*—J. C. Peasley, Chicago, Ill.  
*Secretary*—T. S. Howland, Boston, Mass.  
*Treasurer*—J. C. Peasley, Chicago, Ill.  
*General Manager*—H. B. Stone, Chicago, Ill.  
*General Superintendent*—J. D. Besier, Chicago, Ill.  
*Division Superintendents*—C. F. Ressegule, Galesburg, Ill.; W. C. Brown, Burlington, Iowa.  
*Chief Engineer*—Geo. C. Smith, Chicago, Ill.  
*Superintendent of Telegraph*—E. M. Herr, Chicago, Ill.  
*General Auditor*—Jno. L. Lathrop, Chicago, Ill.  
*General Passenger Agent*—Paul Morton, Chicago, Ill.  
*General Freight Agent*—E. P. Ripley, Chicago, Ill.  
*General Solicitor*—Wirt Dexter, Chicago, Ill.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

Jno. M. Forbes, Boston, Mass.  
 Sidney Bartlett, Boston, Mass.  
 Chas. J. Paine, Boston, Mass.  
 Jno. L. Gardner, Boston, Mass.  
 Francis W. Hunnewell, Boston, Mass.  
 Edward Bangs, Boston, Mass.  
 T. Jefferson Coolidge, Manchester, Mass.  
 Jno. N. A. Griswold, New York City.  
 Peter Gidder, New York City.  
 Wirt Dexter, Chicago, Ill.  
 Chas. E. Perkins, Burlington, Iowa.  
 Date of annual meeting of stockholders, third Wednesday in May.  
 Fiscal year of company ends December 31st.  
 General offices of the company are located at corner Adams and Franklin streets, Chicago, Ill.

STATE OF ILLINOIS, ss.  
COOK COUNTY,

J. C. Peasley, Vice-President, and Henry B. Stone, General Manager, of the Chicago, Burlington & Quincy Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of their knowledge and belief.

(Signed)

J. C. PEASLEY,  
*Vice-President.*

[L. S. OF R. R.]

HENRY B. STONE.

Subscribed and sworn to before me, this 14th day of October, A. D. 1887.

H. W. WEISS,  
*Notary Public.*

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 17th day of October, A. D. 1887.

W. W. AINSWORTH, *Secretary.*



# REPORT OF THE CHICAGO, BURLINGTON & KANSAS CITY RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

## CAPITAL STOCK.

|  |                 |
|--|-----------------|
| Amount authorized by articles of association.....      | \$ 8,000,000    |
| Amount authorized by vote of the company.....          | 8,000,000       |
| Number of shares issued, 80,000; amount paid in.....   | \$ 8,000,000.00 |
| Amount of common stock issued.....                     | 8,000,000.00    |
| Total amount paid in, as per books of the company..... | \$ 8,000,000.00 |

|  |              |
|--|--------------|
| Total miles of road owned by company.....          | 180.99       |
| Amount of stock per mile of road.....              | 44,201.33    |
| Amount of stock representing the road in Iowa..... | 3,432,675.28 |
| Amount of stock held in Iowa.....                  | 500.00       |
| Total number of stockholders.....                  | 7            |
| Number of stockholders in Iowa.....                | 5            |

## DEBT.

|                                       |               |
|---------------------------------------|---------------|
| Floating debt:                        |               |
| Incurrd for construction.....         | \$ 918,613.49 |
| Total amount of floating debt.....    | \$ 918,613.49 |
| Total amount of debt liabilities..... | \$ 918,613.49 |

|   |               |
|---|---------------|
| Amount of debt per mile of road.....              | \$ 5,075.49   |
| Amount of debt representing the road in Iowa..... | \$ 394,177.05 |
| Total amount of stock and debt.....               | 8,918,613.49  |
| Amount of stock and debt per mile of road.....    | 49,276.83     |

## COST OF ROAD AND EQUIPMENT.

|   |                 |
|---|-----------------|
| Total expended for construction.....                              | \$ 8,811,741.54 |
| Average cost of construction per mile of road (180.99 miles)...\$ | 48,626.34       |
| Proportion of cost of construction for Iowa, estimated.....       | 3,781,118.29    |

## COST OF EQUIPMENT.

|  |                 |
|--|-----------------|
| Locomotives.....   | \$ 66,494.56    |
| Passenger, mail, baggage and express cars.....                                     | 13,500.00       |
| Freight and other cars.....  | 81,696.10       |
| Total for equipment.....   | \$ 161,690.66   |
| Average cost of equipment per mile of road operated by company (220.10 miles)..... | \$ 734.62       |
| Proportion of cost of equipment for Iowa, estimated.....                           | 85,791.57       |
| Total cost of road and equipment.....  | \$ 8,978,432.20 |
| Average cost of road and equipment per mile (180.99 miles).....                    | 49,579.13       |
| Proportion of cost of road and equipment for Iowa, estimated.....                  | 3,850,499.75    |
| Average cost of road and equipment per mile in Iowa (77.66 miles).....             | 49,579.13       |

## PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|   |              |
|---|--------------|
| Bridging and masonry.....   | \$ 204.00    |
| Superstructure, including rails.....                                  | 1,748.69     |
| Land, land damages, and fences.....                                   | 9,881.32     |
| Passenger and freight stations, coal sheds and water stations.....    | 1,118.93     |
| Purchase of other roads (specifying same), and all other particulars: |              |
| Extension to Carrollton, Missouri.....                                | 1,135.99     |
| Kansas City & Burlington, new survey.....                             | 11,627.81    |
| Total for construction.....   | \$ 25,716.68 |

## EQUIPMENT.

|  |              |
|--|--------------|
| Freight and other cars, credit.....  | 345.42       |
| Total expenditures charged to property accounts.....   | \$ 25,371.26 |
| Property sold (or reduced in valuation on the books) and credited property accounts during the year: |              |
| Land at Carrollton, Missouri.....  | \$ 200.00    |
| Net addition to property account for the year.....   | \$ 25,171.26 |

## REVENUE FOR THE YEAR.

MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                      | THROUGH. | LOCAL. | TOTAL.       |
|----------------------|----------|--------|--------------|
| July, 1886.....      |          |        | \$ 6,213.18  |
| August, 1886.....    |          |        | 6,665.74     |
| September, 1886..... |          |        | 7,392.35     |
| October, 1886.....   |          |        | 6,418.61     |
| November, 1886.....  |          |        | 5,817.03     |
| December, 1886.....  |          |        | 6,019.31     |
| January, 1887.....   |          |        | 4,833.92     |
| February, 1887.....  |          |        | 5,783.31     |
| March, 1887.....     |          |        | 6,020.06     |
| April, 1887.....     |          |        | 6,947.85     |
| May, 1887.....       |          |        | 5,617.40     |
| June, 1887.....      |          |        | 6,022.30     |
| Totals.....          |          |        | \$ 73,650.54 |



## FROM TRANSPORTATION OF FREIGHT.

|                      | THROUGH. | LOCAL. | TOTAL.        |
|----------------------|----------|--------|---------------|
| July, 1886.....      |          |        | \$ 18,476.97  |
| August, 1886.....    |          |        | 2,411.55      |
| September, 1886..... |          |        | 19,024.23     |
| October, 1886.....   |          |        | 18,111.64     |
| November, 1886.....  |          |        | 25,211.83     |
| December, 1886.....  |          |        | 22,735.44     |
| January, 1887.....   |          |        | 16,348.62     |
| February, 1887.....  |          |        | 19,633.70     |
| March, 1887.....     |          |        | 23,741.39     |
| April, 1887.....     |          |        | 16,421.70     |
| May, 1887.....       |          |        | 19,135.50     |
| June, 1887.....      |          |        | 31,903.83     |
| Totals.....          |          |        | \$ 256,162.45 |

## MONTHLY EARNINGS—FROM ALL OTHER SOURCES.

|                      | MAILS.       | EXPRESS.    | MISCELLANEOUS. | TOTAL.       |
|----------------------|--------------|-------------|----------------|--------------|
| July, 1886.....      | \$ 1,342.97  | \$ 675.00   | \$ 32.67       | \$ 2,096.64  |
| August, 1886.....    | 1,382.97     | 650.00      | 4.41           | 2,037.33     |
| September, 1886..... | 1,385.12     | 650.00      | 132.56         | 2,167.68     |
| October, 1886.....   | 1,382.97     | 650.00      | 119.63         | 2,152.60     |
| November, 1886.....  | 1,382.97     | 667.65      | 30.29          | 2,020.33     |
| December, 1886.....  | 1,382.97     | 734.18      | 229.63         | 1,887.82     |
| January, 1887.....   | 1,382.97     | 650.00      | 142.68         | 2,175.65     |
| February, 1887.....  | 1,382.97     | 600.00      | 136.31         | 2,119.28     |
| March, 1887.....     | 1,382.97     | 675.00      | 260.98         | 2,267.95     |
| April, 1887.....     | 1,382.97     | 650.00      | 153.20         | 2,186.17     |
| May, 1887.....       | 1,382.97     | 650.00      | 136.20         | 2,169.17     |
| June, 1887.....      | 1,382.96     | 650.00      | 297.73         | 2,330.71     |
| Totals.....          | \$ 16,597.80 | \$ 7,901.83 | \$ 1,105.45    | \$ 25,605.08 |

## ANALYSIS OF EARNINGS.

|   |            |            |
|---|------------|------------|
| Earnings, passenger:  |            |            |
| From local passengers, not kept.  |            |            |
| From all passengers.....  | \$         | 71,537.45  |
| From express and baggage.....   |            | 10,014.92  |
| From mails.....   |            | 16,597.80  |
| Total earnings, passenger department.....   | \$         | 98,150.17  |
| Earnings per train mile run (139,030 miles).....                                  | 70.50      |            |
| Earnings, freight:  |            |            |
| From local, not kept.   |            |            |
| Total earnings, freight department.....   | \$         | 256,162.45 |
| Earnings per train mile run (222,307 miles).....                                  | 1.15 2-10  |            |
| Earnings per train mile run, from all trains earning revenue (361,337 miles)..... | .98        |            |
| Proportion of earnings for Iowa, estimated.....                                   |            | 187,962.84 |
| Rents received for use of road.....   |            | 161.15     |
| Earnings from all other sources.....  |            | 944.30     |
| Telegraph earnings.....   | 944.30     |            |
| Total earnings from all sources.....  | \$         | 355,418.07 |
| Earnings per mile of road operated (220.10) miles.....                            | 1,614.80   |            |
| Proportion of earnings for Iowa, estimated.....                                   | 188,549.28 |            |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES.)

|  |    |           |
|--|----|-----------|
| Repairs of road-bed and track.....           | \$ | 67,822.94 |
| Renewal of ties [No. laid, 25,256—Iowa]..... |    |           |
| Repairs of bridges, including culverts.....  |    | 20,117.69 |
| Repairs of fences.....                       |    | 8,337.07  |
| Repairs of buildings and stations.....       |    | 2,562.97  |
| Total.....                                   | \$ | 93,840.07 |

## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|  |    |           |
|--|----|-----------|
| Repairs of locomotives.....                | \$ | 12,860.15 |
| Repairs of passenger and baggage cars..... |    | 2,411.14  |
| Repairs of freight cars.....               |    | 8,527.95  |
| Total.....                                 | \$ | 23,799.24 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|   |    |            |
|---|----|------------|
| Fuel for locomotives.....                           | \$ | 23,637.37  |
| Water supply.....                                   |    | 5,281.22   |
| Locomotive service.....                             |    | 22,810.89  |
| Train service.....                                  |    | 20,253.68  |
| Mileage of cars (debit balance).....                |    | 10,919.37  |
| Telegraph expenses (maintenance and operating)..... |    | 8,167.09   |
| Damage and loss of freight.....                     |    | 1,121.87   |
| Damages to property and cattle.....                 |    | 5,619.07   |
| Personal injuries.....                              |    | 6,155.10   |
| Agents, station service and station supplies.....   |    | 10,581.66  |
| Total.....  | \$ | 114,547.32 |

## CLASS 4.—GENERAL EXPENSES.

|   |    |           |
|---|----|-----------|
| Salaries and expenses of general officers and clerks..... | \$ | 15,504.10 |
| Legal expenses.....                                       |    | 5,857.11  |
| Insurance.....  |    | 753.85    |
| Printing, outside agencies and advertising.....           |    | 1,208.32  |
| Taxes in Iowa.....  | \$ | 4,939.03  |
| Taxes in other States.....                                |    | 29,380.49 |
| Total taxes.....  |    | 34,319.52 |
| Total.....  | \$ | 57,642.90 |

## RECAPITULATION OF EXPENSES.

|   |    |            |
|---|----|------------|
| Maintenance of way and buildings.....     | \$ | 93,840.07  |
| Maintenance of motive power and cars..... |    | 23,799.24  |
| Conducting transportation.....            |    | 114,547.32 |
| General expenses, including taxes.....    |    | 57,642.90  |
| Total operating expenses and taxes.....   | \$ | 289,829.53 |



|   |             |
|---|-------------|
| Operating expenses and taxes per mile of road operated (220.10 miles).....                        | \$ 1,316.81 |
| Operating expenses and taxes per train mile run, for trains earning revenue (361,337 miles) ..... | 80 2-10     |
| Proportion of operating expenses and taxes for Iowa, estimated                                    | 153,754.56  |
| Expenses of running and management of all trains earning revenue .....                            | 138,346.56  |
| Percentage of expenses to earnings .....  | 81.5        |

## GENERAL EXHIBIT.

|   |               |
|---|---------------|
| Total earnings.....                                       | \$ 355,418.07 |
| Total expenses, including taxes.....                      | 289,829.53    |
| Net earnings.....   | 65,588.54     |
| Rentals, specifying amount paid to each company:          |               |
| Wabash Western Railway .....                              | \$ 3,000.00   |
| Wabash, St. Louis & Pacific Railway.....                  | 9,000.00      |
| Interest accruing during the year .....                   | 12,000.00     |
| Interest paid during the year.....                        | 57,802.64     |
| Interest on floating debt, accruing during the year ..... | 4,498.33      |
| Interest paid on floating debt.....                       | 57,802.64     |
| Floating debt liquidated during the year.....             | 4,498.33      |
| Balance for the year—deficit.....                         | 55,060.00     |
| Balance at commencement of the year .....                 | 5,909.79      |
| Balance at the close of the year, June 30, 1887 .....     | 11,275.55     |
|   | \$ 5,365.76   |

## GENERAL RECAPITULATION.

|  |               |
|--|---------------|
| Total earnings.....  | \$ 355,418.07 |
| Total operating expenses and taxes.....                        | 289,829.53    |
| Net earnings above operating expenses and taxes .....          | 65,588.54     |
| Net earnings above operating expenses, taxes and rental .....  | 53,588.54     |
| Gross earnings per train mile run (361,337 miles).....         | \$ .98        |
| Net earnings per train mile run (361,337 miles).....           | .148          |
| Percentage of net earnings to stock and debt .....             | 6.100         |
| Percentage of net earnings to cost of road and equipment ..... | 5.100         |

## TAXES.

## AMOUNT PAID FOR YEAR ENDING JUNE 30, 1887.

|   |             |
|---|-------------|
| In Iowa .....                                       | \$ 4,939.03 |
| In Missouri (Includes \$24,724.25 back taxes) ..... | 29,380.49   |

## GENERAL BALANCE SHEET, AT THE CLOSING OF ACCOUNTS, JUNE 30, 1887.

## DEBIT.

|                                     |                 |
|-------------------------------------|-----------------|
| Construction .....                  | \$ 8,811,741.54 |
| Equipment .....                     | 161,699.66      |
| Cash .....                          | 53,745.81       |
| Material and supplies.....          | 10,867.87       |
| Accounts and bills receivable ..... | 35,454.06       |
| Total .....                         | \$ 9,073,499.94 |

## CREDIT.

|   |                 |
|---|-----------------|
| Capital stock .....                     | \$ 8,000,000.00 |
| Notes payable and unpaid accounts.....  | 1,005,414.20    |
| Profit and loss and income account..... | 68,685.74       |
| Total .....                             | \$ 9,073,499.94 |

## DESCRIPTION OF ROAD.

|   |        |
|---|--------|
| Length main line of road, from Burlington to Carrollton, Mo., miles ..... | 220.10 |
| Length of main line in Iowa .....   | 116.64 |
| Length of main line in Missouri.....                                      | 103.46 |
| Total length of road belonging to this company .....                      | 181.09 |
| Total length of road belonging to this company in Iowa .....              | 77.53  |
| Aggregate length of sidings and other tracks not above enumerated.....    | 11.35  |
| Same in Iowa.....   | 5.56   |
| Total length of steel rails in tracks in Iowa, exclusive of sidings ..... | 34.95  |
| Total length of iron rails in tracks in Iowa.....                         | 42.68  |
| Weights per yard, steel, 56 and 60 pounds.                                |        |
| Weights per yard, iron, 52, 55 and 56 pounds.                             |        |
| Gauge of track, 4 feet, 8½ inches.  |        |

## ROADS AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

|   |        |
|---|--------|
| Name, description and length of each, in miles:   |        |
| Chicago, Burlington & Quincy, between Burlington and Viele .....                            | 25.00  |
| Wabash Western, between Bloomfield and Moulton.....   | 14.01  |
| Total length of above roads.....  | 39.01  |
| Total length of above roads in Iowa.....  | 39.01  |
| Total miles of road operated by this company .....  | 220.10 |
| Total miles of road operated by this company in Iowa not reported by any other company..... | 77.53  |

## STATIONS.

|   |    |
|---|----|
| Number of stations on all roads owned by this company.....    | 36 |
| Same in Iowa.....   | 18 |
| Number of stations on all roads operated by this company..... | 39 |
| Same in Iowa.....   | 21 |
| Number of telegraph offices in stations in Iowa.....          | 18 |

## EMPLOYES.

|  |               |
|--|---------------|
| Number of persons regularly employed on all roads operated by this company.....  | 350           |
| Same in Iowa .....   | 250           |
| Amount paid employes, including officials, on all roads operated by this company, for the year ending June 30, 1887..... | \$ 136,521.51 |
| Same in Iowa .....   | 90,000.00     |

## BRIDGES IN IOWA.

|   | No. | Aggregate length. |
|---|-----|-------------------|
| Wooden truss bridges over 100 feet in length..... | 8   | 1,629             |
| Wooden trestle and pile .....                     | 145 | 14,000            |



## BOX CULVERTS IN IOWA.

|              | No. |
|--------------|-----|
| Timber ..... | 147 |

## CATTLE-GUARDS.

|                         |     |
|-------------------------|-----|
| Number of in Iowa ..... | 136 |
|-------------------------|-----|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|   |         |
|---|---------|
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.) .....        | 208,010 |
| Give the average number of years the trestle and pile bridges last on your road in Iowa ..... | 9       |
| Give the average number of years that wooden truss bridges last on your road in Iowa .....    | 12      |

## ROAD-BED AND TRACK.

|  |        |
|--|--------|
| Number of track sections in Iowa .....   | 13     |
| Average length of sections, miles .....  | 6      |
| Average number of men in each section gang .....   | 3      |
| Number of new ties laid in track during the year in Iowa .....                                     | 26,256 |
| Average number of new ties per mile of road .....  | 325    |
| Total track laid with second-hand iron rails during the year in Iowa, miles .....                  | 10     |
| What is the average number of years that iron rails last in your track on main line in Iowa .....  | 10     |
| What is the average number of years that steel rails last in your track on main line in Iowa ..... | 12     |
| What is the average number of years that ties last in your track in Iowa?                          | 8      |

## CROSSINGS IN IOWA.

|   |    |
|---|----|
| What railroad crosses your road at grade, and at what locality? |    |
| Keokuk & Northwestern Railroad at Donnellson.                   |    |
| Chicago, Rock Island & Pacific Railroad at Farmington.          |    |
| Keokuk & Western Railroad at Sedan.                             |    |
| Number of highway crossings at grade .....                      | 61 |
| Number of highway crossings under railroad .....                | 1  |

## FENCING IN IOWA.

|  |       |
|--|-------|
| How many miles of track fenced have you in Iowa .....                                  | 68.53 |
| What is the average cost per rod, cents .....  | 95    |
| How many miles of new fencing have you built during the year (11.63 miles track) ..... | 25.36 |
| Give the number of miles needed on both sides of your track in each county in Iowa.    |       |
| The road in Iowa is entirely fenced except station grounds.                            |       |

## ROLLING STOCK.

|   |     |
|---|-----|
| Number of passenger cars .....                  | 3   |
| Number of baggage, mail, and express cars ..... | 3   |
| Number of box freight cars .....                | 50  |
| Number of platform and coal cars .....          | 170 |
| Number of other cars .....                      | 7   |
| Total number of cars .....                      | 233 |

|   |          |
|---|----------|
| Number of locomotives .....   | 11       |
| Maximum weight of locomotives and tenders .....   | 64 tons. |
| Average weight of locomotives and tenders .....   | 60 tons. |
| Number of locomotives equipped with train brake .....   | 2        |
| Maximum weight of passenger cars .....  | 14 tons. |
| Average weight of passenger cars .....  | 12 tons. |
| Number of passenger cars equipped with train brake .....  | 6        |
| Number of passenger cars equipped with Miller platform and buffer .....   | 6        |
| The amount of tonnage that that can be carried over your road in Iowa, exclusive of cars, by an engine of given weight. Weight of engine, 52 tons ..... | 240      |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|   |         |
|---|---------|
| Miles run by passenger trains during the year .....               | 129,030 |
| Miles run by freight trains during the year .....                 | 222,307 |
| Miles run by construction and repair trains during the year ..... | 4,034   |
| Total train mileage .....   | 365,371 |

## CARS AND WEIGHT OF TRAINS.

|   |     |
|---|-----|
| Average number of cars in passenger trains .....                        | 2   |
| Average weight of passenger trains, exclusive of passengers, tons ..... | 74  |
| Average number of cars in freight trains .....                          | 14  |
| Average weight of freight trains, exclusive of freight, tons .....      | 178 |

## PASSENGER TRAFFIC.

|   |             |
|---|-------------|
| Number of through passengers carried .....                    | 13,663      |
| Number of local passengers carried .....                      | 106,015     |
| Total number of passengers carried .....                      | 119,678     |
| Total passenger mileage or passengers carried one mile .....  | 2,694,309   |
| Average distance traveled by each passenger, miles .....      | 23.9        |
| Average amount received from each passenger .....             | \$ .62 3-10 |
| Highest rate of fare per mile for any distance, cents .....   | 3           |
| Average rate of fare per mile for all passengers, cents ..... | 2.7         |

## FREIGHT TRAFFIC.

|   |            |
|---|------------|
| Number of tons of through freight carried .....                     | 150,756    |
| Number of tons of local freight carried .....                       | 32,894     |
| Total tons of freight carried .....                                 | 183,650    |
| Total freight mileage, or tons carried one mile .....               | 18,079,141 |
| Average rate per ton per mile received for all freight, cents ..... | 1.43       |

## CAR MILEAGE.

|   |           |
|---|-----------|
| Number of miles run by loaded freight cars east and south ..... | 2,186,823 |
| Number of miles run by loaded freight cars west and north ..... |           |
| Number of miles run by empty freight cars east and south .....  |           |
| Number of miles run by empty freight cars west and north .....  | 851,858   |
| Total freight car mileage .....                                 | 3,038,681 |



## SPEED OF TRAINS IN IOWA.

|   |    |
|---|----|
| Rate of speed of passenger trains, including stops, miles ..... | 25 |
| Rate of speed of freight trains, including stops.....           | 10 |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc. ; what kind of business is done by them, and do you take their freight at the depot, or at the office of such express company? The American Express Company does usual business ; \$25 per working day for 1950 pounds through freight daily ; excess at \$1 per hundred.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$75.24 per mile ; mail apartment service in charge of post-office department employees, six times per week each way. What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? Nothing.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? 109.64.  
What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? Operate jointly with Western Union Telegraph Company.

## REPORT OF ACCIDENTS FOR IOWA, DURING THE YEAR ENDING JUNE 30, 1887.

## KILLED.

| DATE.            | NAME AND OCCUPATION.           | PLACE.           | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.         |
|------------------|--------------------------------|------------------|--|
| 1886.<br>July    | 27 Unknown tramp.....          | Ft. Madison..... | Suicide.   |
| 1887.<br>January | 22 Newton Van Valkenburg ..... | Sedan .....      | Lack of caution; fell between cars; cut to pieces. |
| March            | 25 B. D. Hopper .....          | Donnellson ..... | Lack of caution; fell between cars; cut to pieces. |



## TABULAR STATEMENT OF ACCIDENTS.

| CAUSES OF ACCIDENT.                | KILLED.     |            |         | INJURED.    |            |         |
|------------------------------------|-------------|------------|---------|-------------|------------|---------|
|                                    | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Coupling cars .....                | .....       | .....      | .....   | .....       | .....      | .....   |
| Falling from trains .....          | .....       | .....      | .....   | .....       | .....      | .....   |
| Getting on and off of trains ..... | .....       | 2          | .....   | .....       | .....      | .....   |
| Highway crossings .....            | .....       | .....      | .....   | .....       | .....      | .....   |
| Miscellaneous .....                | .....       | .....      | 1       | .....       | .....      | .....   |
| While intoxicated .....            | .....       | .....      | .....   | .....       | .....      | .....   |
| Total .....                        | .....       | 2          | 1       | .....       | .....      | .....   |

## SUMMARY OF ACCIDENTS FOR IOWA.

|   |   |
|---|---|
| Number of persons killed during the year .....                          | 3 |
| Number resulting from lack of caution, carelessness or misconduct ..... | 2 |
| Suicides in Iowa .....  | 1 |

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—W. W. Baldwin, Burlington, Iowa.  
*Vice-President*—J. T. Remey, Burlington, Iowa.  
*Assistant Secretary*—H. E. Jarvis, Burlington, Iowa.  
*Treasurer*—J. C. Peasley, Chicago, Illinois.  
*General Auditor*—J. L. Lathrop, Chicago, Illinois.  
*Superintendent*—C. M. Levey, Keokuk, Iowa.  
*Chief Engineer*—Ed. M. Gilchrist, Keokuk, Iowa.  
*Superintendent of Telegraph*—W. E. Cunningham, Keokuk, Iowa.  
*Auditor, Assistant Treasurer and Secretary*—J. H. Sturgis, Jr., Keokuk, Iowa.  
*General Passenger Agent*—Howard Elliott, Keokuk, Iowa.  
*General Freight Agent*—Howard Elliott, Keokuk, Iowa.  
*General Attorney*—H. H. Trimble, Keokuk, Iowa.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

W. W. Baldwin, Burlington, Iowa.  
 H. B. Scott, Burlington, Iowa.  
 J. W. Blythe, Burlington, Iowa.  
 W. F. McFarland, Burlington, Iowa.  
 J. F. Remey, Burlington.

Date of annual meeting of stockholders, third Wednesday in May.  
 Fiscal year of Company ends December 31.  
 General offices of the Company are located at Keokuk, Iowa.

STATE OF IOWA. } ss.  
COUNTY OF LEE.

C. M. Levey, Superintendent of the Chicago, Burlington & Kansas City Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of his knowledge and belief.

(Signed,)

[L. S.]

C. M. LEVEY,  
Superintendent.

Subscribed and sworn to before me, this 16th day of September, A. D. 1887.

J. H. STURGISS,  
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 19th day of September, A. D. 1887.

W. W. AINSWORTH, Secretary.



## REPORT

OF THE

## KANSAS CITY, ST. JOSEPH &amp; COUNCIL BLUFFS

## RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

## CAPITAL STOCK.

|   |                 |
|---|-----------------|
| Number of shares issued: Kansas City, St. Jo & Council Bluffs, 52,623; Missouri Valley Railroad, 635.21; Council Bluffs & St. Jo, 15; amount paid in..... | \$ 5,284,973.07 |
| Amount of common stock issued, all common stock.  |                 |
| Amount of preferred stock issued, and conditions of preference:   |                 |
| Stock of Tarkio Valley Railroad Company.....  | 281,000.00      |
| Stock of Nodaway Valley Railroad Company.....   | 254,000.00      |
| Total amount paid in, as per books of the company.....  | \$ 5,819,973.07 |
| Total miles of road owned by company.....   | 320             |
| Amount of stock per mile of road.....   | \$ 18,244.43    |
| Amount of stock representing the road in Iowa.....  | 977,061.49      |
| Amount of stock held in Iowa.....   | 68,775.00       |
| Total number of stockholders.....   | 16              |
| Number of stockholders in Iowa.....   | 2               |

## DEBT.

Funded debt as follows:

|  |                 |
|--|-----------------|
| First mortgage bonds due Jan. 1907; rate of interest 7 per cent.....                                     | \$ 5,000,000.00 |
| Amount of interest paid on same during the year.....   | \$ 300,000.00   |
| Income bonds due Jan. 1, 1907; rate of interest, limit 6 per cent.....                                   | 674.51          |
| Amount of interest paid on same during the year.... none.  |                 |
| Old bonds due, outstanding interest.....   | 500.00          |
| First mortgage bonds due June 1, 1920; rate of interest 7 per cent, Tarkio Valley Railroad Company.....  | 328,000.00      |
| First mortgage bonds due June 1, 1920; rate of interest 7 per cent, Nodaway Valley Railroad Company..... | 264,000.00      |
| Total amount of funded debt.....   | \$ 5,693,174.51 |

|   |               |
|---|---------------|
| Amount of debt per mile of road.....                                  | \$ 17,846.94  |
| Amount of debt representing the road in Iowa, estimated...            | 1,024,789.41  |
| Total amount of stock and debt.....                                   | 11,513,148.18 |
| Amount of stock and debt per mile of road.....                        | 36,091.37     |
| Amount of interest paid representing the road in Iowa, estimated..... | 71,719.20     |

## COST OF ROAD AND EQUIPMENT.

|  |                  |
|--|------------------|
| Total expended for construction.....                           | \$ 11,164,037.47 |
| Average cost of construction per mile of road (320 miles)..... | \$ 34,887.61     |
| Proportion of cost of construction for Iowa, estimated.....    | 2,009,326.74     |

## COST OF EQUIPMENT.

|   |                  |
|---|------------------|
| Total for equipment.....  | \$ 1,431,630.78  |
| Average cost of equipment per mile of road operated by company (320 miles)..... | 4,473.84         |
| Proportion of cost of equipment for Iowa.....                                   | 257,694.54       |
| Total cost of road and equipment.....   | \$ 12,505,668.25 |

|   |              |
|---|--------------|
| Average cost of road and equipment per mile (320 miles).....          | 39,361.46    |
| Proportion of cost of road and equipment for Iowa, estimated.....     | 2,267,220.28 |
| Average cost of road and equipment per mile in Iowa (58.3 miles)..... | 38,888.85    |

## PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|   |              |
|---|--------------|
| Grading and new side track.....   | \$ 14,790.84 |
| Land, land damages and fences.....                                      | 6,419.55     |
| Passenger and freight stations, coal sheds and water stations, etc..... | 19.80        |
| Total for construction.....   | 13,120.85    |



| EQUIPMENT.  |   | Number. |           |
|---|---|---------|-----------|
| Mail, baggage and express cars .....  | 2 | \$      | 6,071.56  |
| Parlor cars .....   | 2 |         | 18,236.88 |
| Freight and other cars .....  |   |         | 1,302.00  |
| Tools .....   |   |         | 1,122.84  |
| Total equipment .....   |   | \$      | 24,733.28 |
| Total expenditures charged to property accounts .....   |   | \$      | 42,963.97 |
| Property sold (or reduced in valuation on the books) and credited property accounts during the year ..... |   | \$      | 5,109.84  |
| Net addition to property accounts for the year .....  |   |         | 37,854.13 |

## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                       | THROUGH.      | LOCAL.        | TOTAL.        |
|-----------------------|---------------|---------------|---------------|
| July, 1886 .....      | \$ 21,552.34  | \$ 25,523.51  | \$ 47,075.85  |
| August, 1886 .....    | 18,216.23     | 24,086.47     | 44,314.70     |
| September, 1886 ..... | 21,085.96     | 35,149.77     | 55,235.73     |
| October, 1886 .....   | 21,228.77     | 25,086.29     | 46,315.06     |
| November, 1886 .....  | 30,978.38     | 21,925.02     | 52,903.40     |
| December, 1886 .....  | 24,542.49     | 23,066.30     | 47,608.79     |
| January, 1887 .....   | 14,869.35     | 18,660.00     | 33,529.35     |
| February, 1887 .....  | 16,730.07     | 18,764.24     | 35,494.31     |
| March, 1887 .....     | 26,458.74     | 26,445.85     | 52,904.59     |
| April, 1887 .....     | 17,036.40     | 22,769.08     | 39,805.48     |
| May, 1887 .....       | 19,724.39     | 26,735.96     | 46,460.35     |
| June, 1887 .....      | 23,468.68     | 26,978.59     | 50,447.27     |
| Totals .....          | \$ 255,991.80 | \$ 295,233.98 | \$ 551,225.78 |

## FROM TRANSPORTATION OF FREIGHT.

|                       | THROUGH.        | LOCAL.        | TOTAL.          |
|-----------------------|-----------------|---------------|-----------------|
| July, 1886 .....      | \$ 62,911.69    | \$ 30,636.07  | \$ 93,547.76    |
| August, 1886 .....    | 64,661.01       | 29,895.99     | 94,547.00       |
| September, 1886 ..... | 100,328.57      | 49,550.38     | 149,878.95      |
| October, 1886 .....   | 93,140.46       | 50,279.56     | 143,420.02      |
| November, 1886 .....  | 122,710.66      | 44,122.65     | 166,833.31      |
| December, 1886 .....  | 115,747.37      | 38,261.28     | 154,008.65      |
| January, 1887 .....   | 61,284.86       | 37,668.76     | 98,953.62       |
| February, 1887 .....  | 94,793.65       | 36,013.84     | 130,807.49      |
| March, 1887 .....     | 70,946.73       | 28,220.29     | 99,167.02       |
| April, 1887 .....     | 75,588.41       | 28,530.95     | 104,119.36      |
| May, 1887 .....       | 72,824.32       | 23,707.05     | 96,531.37       |
| June, 1887 .....      | 78,339.83       | 27,443.24     | 105,783.07      |
| Totals .....          | \$ 1,013,277.56 | \$ 420,320.66 | \$ 1,433,598.22 |

## MONTHLY EARNINGS—FROM ALL OTHER SOURCES.

|                       | MAILS.       | EXPRESS.     | MISCELLANEOUS. | TOTAL.        |
|-----------------------|--------------|--------------|----------------|---------------|
| July, 1886 .....      | \$ 3,478.94  | \$ 2,292.09  | \$ 7,948.92    | \$ 13,719.95  |
| August, 1886 .....    | 3,499.02     | 2,277.36     | 8,351.38       | 14,127.76     |
| September, 1886 ..... | 3,544.05     | 2,325.77     | 6,572.10       | 12,441.92     |
| October, 1886 .....   | 3,499.02     | 2,118.60     | 8,082.44       | 13,700.06     |
| November, 1886 .....  | 3,499.26     | 1,885.00     | 8,045.56       | 13,429.82     |
| December, 1886 .....  | 3,511.52     | 1,957.50     | 7,474.14       | 12,943.16     |
| January, 1887 .....   | 3,419.02     | 1,885.00     | 9,278.29       | 14,582.31     |
| February, 1887 .....  | 3,499.02     | 1,740.00     | 11,810.22      | 17,049.24     |
| March, 1887 .....     | 3,499.02     | 1,957.50     | 9,188.24       | 14,644.76     |
| April, 1887 .....     | 3,431.35     | 1,930.28     | 8,925.23       | 14,286.86     |
| May, 1887 .....       | 3,594.22     | 1,947.41     | 13,818.44      | 19,360.07     |
| June, 1887 .....      | 3,487.62     | 1,896.05     | 9,545.15       | 14,928.22     |
| Totals .....          | \$ 41,961.46 | \$ 24,212.56 | \$ 109,040.13  | \$ 175,214.15 |

## ANALYSIS OF EARNINGS.

## Earnings, passenger:

|   |               |
|---|---------------|
| From local passengers .....               | \$ 295,233.98 |
| From through passengers .....             | 255,991.80    |
| From all passengers .....                 | \$ 551,225.78 |
| From express .....                        | 24,212.56     |
| From mails .....                          | 41,961.46     |
| Total earnings passenger department ..... | \$ 617,399.80 |

Earnings per train mile run (639,668 miles) .....

93 4-10

## Earnings, freight:

|  |                 |
|--|-----------------|
| From local .....                         | 420,320.66      |
| From through .....                       | 1,013,277.56    |
| Total earnings, freight department ..... | \$ 1,433,598.22 |

Earnings per train mile run (542,201 miles) .....

2.64 4-10

Earnings per train mile run, from all trains earning revenue

(1,181,869 miles) .....

1.73 5-10

Earnings from all other sources .....

109,040.13

Total earnings from all sources .....

\$ 2,160,038.15

Earnings per mile of road operated (320 miles) .....

6,750.12

Proportion of earnings for Iowa (estimated) .....

223,047.95

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|  |               |
|--|---------------|
| Repairs of road-bed and track .....                    | \$ 101,121.75 |
| Renewal of rails (No. tons laid, steel, 942,128) ..... | 36,595.77     |
| Renewal of ties (No. laid, 81,732) .....               | 41,335.70     |
| Repairs of bridges, including culverts .....           | 38,240.83     |
| Repairs of fences .....                                | 9,051.28      |
| Repairs of buildings and stations .....                | 32,125.93     |
| Total .....  | \$ 258,471.26 |



## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                |               |
|--------------------------------|---------------|
| Repairs of locomotives.....    | \$ 61,203.62  |
| Repairs of passenger cars..... | 31,238.30     |
| Repairs of freight cars.....   | 49,892.10     |
| Total .....                    | \$ 141,682.81 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|   |               |
|---|---------------|
| Fuel for locomotives.....                                       | \$ 95,275.09  |
| Water supplies.....   | 15,917.94     |
| Oil and waste.....  | 3,412.43      |
| Locomotive service.....   | 91,145.76     |
| Freight train service and freight train supplies, and passenger | 125,548.80    |
| Mileage of freight cars (debit balance).....                    | 27,600.92     |
| Telegraph expenses (maintenance and operating).....             | 20,555.43     |
| Damage and loss of freight.....                                 | 1,503.24      |
| Damage to property and cattle .....                             | 6,391.22      |
| Personal injuries .....   | 7,295.97      |
| Agents and station service and station supplies.....            | 217,225.09    |
| Total .....   | \$ 612,072.83 |

## CLASS 4.—GENERAL EXPENSES.

|   |               |
|---|---------------|
| Salaries of general officers and clerks ..... | \$ 84,346.50  |
| Legal expenses .....                          | 16,917.17     |
| Insurance .....                               | 4,350.52      |
| Stationery, printing and advertising .....    | 8,246.51      |
| Outside agencies.....                         | 21,161.22     |
| Taxes in Iowa.....                            | \$ 5,838.11   |
| Taxes in other States.....                    | 47,470.76     |
| Total taxes.....                              | 53,308.87     |
| Total .....                                   | \$ 188,336.83 |

## RECAPITULATION OF EXPENSES.

|   |                 |
|---|-----------------|
| Maintenance of way and buildings .....    | \$ 226,471.26   |
| Maintenance of motive power and cars..... | 141,683.51      |
| Conducting transportation .....           | 612,072.85      |
| General expenses, including taxes.....    | 188,336.83      |
| Total operating expenses and taxes.....   | \$ 1,200,558.45 |

|  |             |
|--|-------------|
| Operating expenses and taxes per mile of road operated (320 miles) .....                           | \$ 3,751.74 |
| Operating expenses and taxes per train mile run, for trains earning revenue (1,181,569 miles)..... | 1.016       |
| Proportion of operating expenses and taxes for Iowa (estimated) .....                              | 216,100.52  |
| Expenses of running and management of all trains earning revenue .....                             | 536,230.37  |
| Percentage of expenses to earnings.....  | .5558       |

## GENERAL EXHIBIT.

|   |                 |
|---|-----------------|
| Total earnings.....   | \$ 2,160,038.15 |
| Total expenses, including taxes.....                              | 1,200,558.45    |
| Net earnings .....  | 959,479.70      |
| Interest accruing during the year .....                           | 398,440.00      |
| Interest paid during the year.....                                | 398,440.00      |
| Interest paid during the year on account of the road in Iowa..... | 71,719.20       |
| Interest on funded debt .....                                     | 398,440.00      |
| Interest paid on funded debt.....                                 | 398,440.00      |
| Balance for the year.....   | 316,032.05      |
| Balance at commencement of the year.....                          | 1,442,037.81    |
| Balance at the close of the year, June 30, 1887.....              | \$ 1,758,069.86 |

## GENERAL RECAPITULATION.

|  |                 |
|--|-----------------|
| Total earnings.....  | \$ 2,160,038.15 |
| Total operating expenses and taxes.....                      | 1,200,558.45    |
| Net earnings above operating expenses and taxes.....         | 959,479.70      |
| Net earnings above operating expenses, taxes and rental..... | \$ 816,032.05   |
| Gross earnings per train mile run.....                       | \$ 1.82         |
| Net earnings per train mile, cents.....                      | .267            |
| Percentage of net earnings to stock and debt.....            | .274            |
| Percentage of net earnings to cost of road and equipment.... | .274            |

## TAXES.

## AMOUNT PAID FOR YEAR ENDING JUNE 30, 1887.

|                  |             |
|------------------|-------------|
| In Iowa.....     | \$ 5,838.11 |
| In Missouri..... | 47,470.76   |

## SURPLUS.

|  |                 |
|--|-----------------|
| Surplus at the commencement of the year.....   | \$ 1,442,037.81 |
| Surplus at the close of the year.....  | 1,758,069.86    |
| Give the name of each road, and the number of shares owned in each of them and the par value of shares : |                 |
| Nodaway Valley Railroad Company, 600 shares, \$100 each.   |                 |
| Tarkio Valley Railroad Company, 600 shares, \$100 each.  |                 |

## GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS, JUNE 30, 1887.

## DEBIT.

|   |                  |
|---|------------------|
| Construction .....                            | \$ 11,164,037.47 |
| Equipments .....                              | 1,631,630.78     |
| Investments .....                             | 333,894.06       |
| Supplies on hand .....                        | 107,214.84       |
| Cash accounts .....                           | 486,264.37       |
| Accounts payable and receivable, balance..... | 104,010.84       |
|   | \$ 13,827,052.36 |



## CREDIT.

|   |                         |
|---|-------------------------|
| Capital stock .....                       | \$ 5,819,973.07         |
| Bonded debt .....                         | 5,693,174.61            |
| Unpaid vouchers .....                     | 173,434.47              |
| Unpaid coupons "payable" .....            | 187,369.88              |
| Profit and loss, income and surplus ..... | 1,758,069.86            |
|   | <u>\$ 13,627,052.36</u> |

## DESCRIPTION OF ROAD.

|   |        |
|---|--------|
| Length of main line of road, from Kansas City to Council Bluffs ..... | 197.77 |
| Length of main line of road in Iowa .....                             | 52.00  |
| Length of main line of road in Missouri .....                         | 145.77 |

## Branches owned by this company:

|   |                |
|---|----------------|
| Hopkins Branch .....  | 50.24          |
| East Atchison .....   | 1.17           |
| East Nebraska City .....  | 2.36           |
| Tarkio Valley .....   | 29.52          |
| Nodaway Valley .....  | 31.53          |
| St. Jo & Nebraska .....   | 7.51           |
| Total length of branches owned by this company .....                      | 122.23         |
| Total length of branches owned by this company in Iowa .....              | 6.35           |
| Total length of branches owned by this company in Missouri .....          | 115.88         |
| Total length of road belonging to this company .....                      | 326.00         |
| Total length of road belonging to this company in Iowa .....              | 58.35          |
| Aggregate length of sidings and other tracks not above enumerated .....   | 46.34          |
| Same in Iowa .....  | 8.65           |
| Total length of steel rails in tracks in Iowa, exclusive of sidings ..... | 52.00          |
| Total length of iron rails in tracks in Iowa .....                        | 6.35           |
| Weights per yard, steel .....   | 56 and 60 lbs. |
| Weights per yard, iron .....  | 56 lbs.        |
| Gauge of track .....  | 4 ft. 8½ in.   |

## ROAD AND BRANCHES BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

## Name, description and length of each:

|  |        |
|--|--------|
| H. & St. J. R. R. bridge, Harlem to Kansas City .....  | 1.50   |
| Total length of above roads .....  | 1.50   |
| In other States—Missouri .....   | 1.50   |
| Total miles of road operated by this company .....   | 331.50 |
| Total miles of road operated by this company in Iowa not reported by any other company ..... | 58.85  |

## STATIONS.

|  |    |
|--|----|
| Number of stations on all roads owned by this company .....    | 53 |
| Same in Iowa .....   | 11 |
| Number of stations on all roads operated by this company ..... | 53 |
| Same in Iowa .....   | 11 |
| Number of telegraph offices in stations in Iowa .....          | 11 |

## EMPLOYES.

|  |               |
|--|---------------|
| Number of persons regularly employed on all roads operated by this company, average .....                                  | 1,700         |
| Same in Iowa, average .....  | 95            |
| Amount paid employees, including officials, on all roads operated by this company, for the year ending June 30, 1887 ..... | \$ 762,988.86 |
| Same in Iowa, estimated .....  | 75,000.00     |

## BRIDGES IN IOWA.

|  | Number. | Aggregate length. |
|--|---------|-------------------|
| Iron truss bridges over 100 feet in length ..... | 1       | 210               |
| Wooden trestle and pile .....                    | 42      | 4,142             |

## BOX CULVERTS IN IOWA.

|                                  |   |
|----------------------------------|---|
| Timber, open pile culverts ..... | 6 |
|----------------------------------|---|

## CATTLE-GUARDS.

|                      |    |
|----------------------|----|
| Number in Iowa ..... | 78 |
|----------------------|----|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|  |        |
|--|--------|
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.) .....               | 35,283 |
| Give the average number of years the trestle and pile bridges last on your road in Iowa, about ..... | 9      |
| Give the average number of years that wooden truss bridges last on your road in Iowa, about .....    | 10     |

## ROAD-BED AND TRACK.

|  |       |
|--|-------|
| Number of track sections in Iowa .....   | 10    |
| Average length of sections, miles .....  | 5     |
| Average number of men in each section gang .....   | 5     |
| Number of new ties laid in track during the year in Iowa .....   | 7,500 |
| Average number of new ties per mile of road .....  | 300   |
| New rails laid in track during the year in Iowa—steel .....  | None. |
| Total track laid with new rails during the year in Iowa, miles .....                                     | None. |
| What is the average number of years that iron rails last in your track on main line in Iowa, about ..... | 10    |
| What is the average number of years that iron rails last in your track on branches in Iowa?              |       |
| Cannot state; only 4½ miles in Iowa, 6 years old.  |       |
| What is the average number of years that steel rails last in your track on main line in Iowa?            |       |
| We have steel which has been in 14 years and is in good condition.                                       |       |
| What is the average number of years that steel rails last in your track on branches in Iowa?             |       |
| No steel on branches in Iowa.  |       |
| What is the average number of years that ties last in your track in Iowa?                                |       |
| Oak, about 8 years.  |       |

## CROSSINGS IN IOWA.

|  |    |
|--|----|
| What railroad crosses your road at grade and at what locality? |    |
| Chicago, Burlington & Quincy, at Pacific Junction.             |    |
| Wabash, St. Louis & Pacific, at Council Bluffs.                |    |
| Number of highway crossings at grade .....                     | 36 |



## FENCING IN IOWA.

|   |             |
|---|-------------|
| How many miles of fencing have you on your road in Iowa.....      | 58.3        |
| What is the average cost per rod.....                             | \$ 2.21 1/4 |
| What is the total cost of same.....                               | 41,311.64   |
| How many miles of new fencing have you built during the year..... | 12.3        |

## ROLLING STOCK.

|   |       |
|---|-------|
| Number of passenger cars.....                 | 23    |
| Number of baggage, mail and express cars..... | 11    |
| Number of parlor and sleeping-cars.....       | 5     |
| Number of official cars.....                  | 1     |
| Number of box freight cars.....               | 772   |
| Number of stock cars.....                     | 23    |
| Number of platform and coal cars.....         | 162   |
| Number of other cars.....                     | 26    |
| Total number of cars.....                     | 1,022 |

|  |        |
|--|--------|
| Number of locomotives.....   | 41     |
| Maximum weight of locomotives and tenders (tenders full of water), tons..  | 47     |
| Average weight of locomotives and tenders, tons.....   | 44     |
| Number of locomotives equipped with train brake.....   | 18     |
| Number of locomotives equipped with driver brake.....  | 4      |
| Maximum weight of passenger cars, tons.....  | 19 1/4 |
| Average weight of passenger cars, tons.....  | 18     |
| Number of passenger cars equipped with train brake.....  | 40     |
| Number of freight cars equipped with train brake.....  | 4      |
| Number of passenger cars equipped with Miller platform and buffer.....   | 40     |
| The amount of tonnage that can be carried over your road in Iowa, exclusive of cars, by an engine of given weight. Weight of engine, 47 tons.. | 450    |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |           |
|--|-----------|
| Miles run by passenger trains during the year.....               | 639,668   |
| Miles run by freight trains during the year.....                 | 542,301   |
| Miles run by switching trains during the year.....               | 405,798   |
| Miles run by construction and repair trains during the year..... | 70,858    |
| Total train mileage.....   | 1,658,325 |

## CARS AND WEIGHT OF TRAINS.

|  |      |
|--|------|
| Average number of cars in passenger trains.....                        | 3.7  |
| Average weight of passenger trains, exclusive of passengers, tons..... | 115  |
| Average number of cars in freight trains.....                          | 18.5 |
| Average weight of freight trains, exclusive of freight, tons.....      | 314  |

## PASSENGER TRAFFIC.

|  |            |
|--|------------|
| Number of through passengers carried.....                    | 84,466     |
| Number of local passengers carried.....                      | 318,573    |
| Total number of passengers carried.....                      | 402,978    |
| Total passenger mileage, or passengers carried one mile..... | 18,603,661 |
| Average distance traveled by each passenger, miles.....      | 46.163     |
| Average amount received from each passenger.....             | \$ 1.36788 |
| Highest rate of fare per mile for any distance, cents.....   | 3          |
| Lowest rate of fare per mile for any distance, cents.....    | 2          |
| Average rate of fare per mile for all passengers, cents..... | 2.953      |

## FREIGHT TRAFFIC.

|  |         |
|--|---------|
| Number of tons of through freight carried.....   | 691,121 |
| Number of tons of local freight carried.....   | 229,767 |
| Total tons of freight carried.....   | 911,888 |
| Percentage of freight originating at and carried to stations in Iowa, as compared with total freight carried in Iowa (This should not include fuel or any material for the use of the road)..... | 28.4584 |

## CAR MILEAGE.

|   |            |
|---|------------|
| Number of miles run by loaded freight cars east and south.....  | 3,806,653  |
| Number of miles run by loaded freight cars west and north.....  | 4,057,661  |
| Number of miles run by empty freight cars east and south.....   | 994,230    |
| Number of miles run by empty freight cars west and north.....   | 1,557,639  |
| Total freight car mileage.....  | 10,416,183 |
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south..... | 20         |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north..... | 27         |

## SPEED OF TRAINS IN IOWA.

|   |        |
|---|--------|
| Rate of speed of passenger trains, including stops, miles per hour..... | 24     |
| Rate of speed of freight trains, including stops, miles per hour.....   | 10 1/4 |

## TONNAGE OF ARTICLES TRANSPORTED.

|   | TONS.   | PER CENT. |
|---|---------|-----------|
| Grain.....  | 191,760 | 21.03     |
| Flour.....  | 13,361  | 1.47      |
| Provisions (beef, pork, lard, etc.).....                    | 11,154  | 1.22      |
| Animals.....  | 138,190 | 15.16     |
| Other agricultural products.....                            | 1,638   | .18       |
| Lumber and forest products.....                             | 140,727 | 15.43     |
| Coal.....   | 53,696  | 5.89      |
| Plaster, lime and cement.....                               | 8,311   | .91       |
| Salt.....   | 9,330   | 1.02      |
| Petroleum and oil.....                                      | 1,170   | .13       |
| Iron, steel and castings.....                               | 3,495   | .38       |
| Stone and brick.....  | 11,190  | 1.22      |
| Manufactures—articles shipped from point of production..... | 4,180   | .46       |
| Merchandise, and other articles not enumerated above.....   | 323,686 | 35.50     |
| Total tons carried.....                                     | 911,888 | 100       |



## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|  | TONS.   | PER CENT. |
|--|---------|-----------|
| Grain .....  | 34,517  | 21.03     |
| Flour .....  | 2,405   | 1.47      |
| Provisions (beef, pork, lard, etc.) .....                    | 2,007   | 1.22      |
| Animals .....  | 24,874  | 15.16     |
| Other agricultural products .....                            | 295     | .18       |
| Lumber and forest products .....                             | 25,331  | 15.43     |
| Coal .....   | 9,665   | 5.89      |
| Plaster, lime, cement .....                                  | 1,496   | .91       |
| Salt .....   | 1,679   | 1.02      |
| Petroleum and oil .....                                      | 211     | .13       |
| Iron, steel and castings .....                               | 629     | .38       |
| Stone and brick .....  | 2,014   | 1.22      |
| Manufactures—articles shipped from point of production ..... | 753     | .44       |
| Merchandise and other articles not enumerated above .....    | 58,263  | 35.50     |
| Total tons carried .....                                     | 164,139 | 100       |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? American Express Company pay a fixed sum for transporting within and up to a fixed limit of weight and 1¼ first class rates on excess. The railroad company does not handle or have any thing to do with the express matter or rates thereon as charged by express company, but simply carries when placed in baggage car.

## SLEEPING-CARS.

Do sleeping, parlor, or dining cars run on your road, and if so, on what terms do they run by whom are they owned, and what charges are made in addition to regular passenger rates? The Pullman Palace Car Company's sleepers run on our road. We pay that company the same rate per mile as for a coach hired from a railroad company.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings. The Pullman Palace Car Company receives the earnings.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$150.48 per mile per annum for main line in Iowa, payable quarterly.

## TELEGRAPH.

What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? Western Union Telegraph Company 53 3-10 miles.

## KILLED.

REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1887.

| DATE.                                 | NAME AND OCCUPATION.                          | PLACE.                       | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.  |
|---------------------------------------|---|------------------------------|---|
| 1886.<br>September 18.                | Jas. Tipton, unknown.                         | Bartlett                     | Body found near station; supposed fell from some train.   |
| 1886.<br>December 13.<br>December 17. | J. Ott, brakeman.<br>J. A. Martin, carpenter. | Clarinda.<br>Council Bluffs. | Coupling cars; hand mashed.<br>Failure of rails while getting off scaffolding at coal chutes; knee injured. |

## INJURED.



## TABULATED STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT.        | KILLED.     |            |         | INJURED.    |            |         |
|---------------------------|-------------|------------|---------|-------------|------------|---------|
|                           | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Coupling cars .....       | ...         | ...        | ...     | ...         | 1          | ...     |
| Falling from trains ..... | ...         | ...        | 1       | ...         | ...        | ...     |
| Miscellaneous .....       | ...         | ...        | ...     | ...         | 1          | ...     |
| Total .....               | ...         | ...        | 1       | ...         | 2          | ...     |

## SUMMARY OF ACCIDENTS FOR IOWA.

|  |   |
|--|---|
| Number of persons killed during the year.....                      | 1 |
| Number of persons injured during the year .....                    | 2 |
| Number of casualties purely accidental during the entire year..... | 3 |

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—C. E. Perkins, Burlington, Iowa.  
*Vice-President*—J. C. Peasley, Chicago, Illinois.  
*Secretary*—A. G. Stanwood, Boston, Massachusetts.  
*Treasurer*—J. O. Peasley, Chicago, Illinois.  
*General Manager*—W. F. Merrill, St. Joseph, Missouri.  
*General Superintendent*—G. M. Hohl, St. Joseph, Missouri.  
*Assistant General Superintendent*—D. H. Winton, Kansas City, Missouri.  
*Chief Engineer*—E. J. Blake, St. Joseph, Missouri.  
*Superintendent of Telegraph*—I. T. Dyer, St. Joseph, Missouri.  
*Auditor*—C. M. Carter, St. Joseph, Missouri.  
*General Passenger Agent*—A. C. Dawes, St. Joseph, Missouri.  
*General Freight Agent*—E. J. Swords, St. Joseph, Missouri.  
*General Solicitor*—Strong & Mosman, St. Joseph, Missouri.

## DIRECTORS, NAME AND POST OFFICE ADDRESS.

C. E. Perkins, Burlington, Iowa.  
 E. C. Perkins, Boston, Massachusetts.  
 C. J. Paine, Boston, Massachusetts.  
 J. M. Forbes, Boston, Massachusetts.  
 F. W. Hunnewell, Boston, Massachusetts.  
 W. W. Baldwin, Burlington, Iowa.  
 T. J. Coolidge, Boston, Massachusetts.  
 S. Bartlett, Boston, Massachusetts.  
 J. L. Gardner, Boston, Massachusetts.

Date of annual meeting of stockholders, first Tuesday in March.

Fiscal year of company ends December 31st.

General offices of the company are located at St. Joseph, Buchanan county, Missouri.

STATE OF MISSOURI, { ss.  
 COUNTY OF BUCHANAN. }

W. F. Merrill, General Manager and C. M. Carter, Auditor of the Kansas City, St. Joseph & Council Bluffs Railroad Company being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company.

and, having carefully examined the same, declare them to be true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of their knowledge and belief.

(Signed,)

W. F. MERRILL,  
 General Manager.  
 C. M. CARTER.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 15th day of September, A. D. 1887.

CHAS. A. BLAIR,  
 Notary Public.

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 15th day of September, A. D. 1887.

E. G. MORGAN,  
 Secretary.



## REPORT

OF THE

## ST. LOUIS, KEOKUK &amp; NORTHWESTERN

## RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

## CAPITAL STOCK.

|   |                 |
|---|-----------------|
| Amount authorized by articles of association.....   | \$ 4,500,000    |
| Amount authorized by vote of the company.....   | 3,645,000       |
| Number of shares issued, 27,000; amount paid in.....  | \$ 2,700,000.00 |
| Amount of common stock issued.....  | 1,350,000.00    |
| Amount of preferred stock issued, and conditions of preference.....   | 1,350,000.00    |
| Preferred stock to receive seven per cent before any dividends can be declared on common stock; the common stock then to receive seven per cent, and any excess to be divided <i>pro rata</i> . |                 |
| Keokuk & Northwestern Railroad Company.....   | 720,000.00      |
| Total amount paid in, as per books of the company..   | \$ 3,420,000.00 |
| Total miles of road owned by company:   |                 |
| Keokuk & Northwestern .....   | 50              |
| St. Louis, Keokuk & Northwestern .....  | 135             |
| Amount of stock per mile of road:   |                 |
| Keokuk & Northwestern .....   | 15,500          |
| St. Louis, Keokuk & Northwestern .....  | 20,000          |
| Amount of stock representing the road in Iowa:  |                 |
| Keokuk & Northwestern .....   | \$ 720,000      |
| St. Louis, Keokuk & Northwestern (estimated) .....  | 60,000          |
| Amount of stock held in Iowa:   |                 |
| Keokuk & Northwestern .....   | 720,000         |
| St. Louis, Keokuk & Northwestern .....  | 2,367,800       |
| Total number of stockholders:   |                 |
| Keokuk & Northwestern .....   | 96              |
| St. Louis, Keokuk & Northwestern .....  | 21              |
| Number of stockholders in Iowa:   |                 |
| St. Louis, Keokuk & Northwestern .....  | 6               |
| Keokuk & Northwestern .....   | 96              |

## DEBT.

## Funded debt as follows:

|   |                 |
|---|-----------------|
| First mortgage bonds due Jan. 1, 1906; rate of interest six per cent .....                | \$ 1,620,000.00 |
| Amount of interest paid on same during the year.....                                      | None.           |
| Income bonds due January 1, 1905; rate of interest six per cent .....                     | 1,080,000.00    |
| Amount of interest paid on same during year.....  | None.           |
| Keokuk & Northwestern Railroad bonds, due July, 1910; rate of interest six per cent ..... | 480,000.00      |
| Amount of interest paid on same during year.....  | None.           |
| Unpaid coupons of above.....  | 583,200.00      |
| Total amount of funded debt .....   | \$ 3,763,200.00 |

## Floating debt:

|  |               |
|--|---------------|
| Incurred for operating expenses, repairs and betterments.. | \$ 330,000.00 |
| Total amount of floating debt.....                         | \$ 330,000.00 |

## Contingent liability as guarantor of bonds or debts of other roads:

|   |                 |
|---|-----------------|
| Unpaid Keokuk & Northwestern Railroad coupons.....      | 172,800.00      |
| Total amount of debt liabilities funded and floating .. | \$ 4,266,000.00 |

|   |              |
|---|--------------|
| Amount of debt per mile of road.....              | \$ 23,060.00 |
| Amount of debt representing the road in Iowa..... | 1,222,180.00 |
| Total amount of stock and debt.....               | 7,686,000.00 |
| Amount of stock and debt per mile of road.....    | 41,546.00    |

## COST OF ROAD AND EQUIPMENT.

|   |                 |
|---|-----------------|
| Total expended for construction .....                             | \$ 6,720,806.17 |
| Average cost of construction per mile of road (176.45 miles)..... | 38,089.01       |
| Proportion of cost of construction for Iowa.....                  | 1,946,729.30    |

## COST OF EQUIPMENT.

|   |                 |
|---|-----------------|
| Total for equipment.....  | 477,592.26      |
| Average cost of equipment per mile of road operated by company (185.83 miles) ..... | 2,570.94        |
| Proportion of cost of equipment for Iowa.....                                       | 133,821.98      |
| Total cost of road and equipment.....   | \$ 7,198,398.43 |

|   |              |
|---|--------------|
| Average cost of road and equipment per mile owned (135.82 miles) .....  | \$ 40,659.05 |
| Proportion of cost road and equipment for Iowa.....                     | 2,080,551.28 |
| Average cost of road and equipment per mile in Iowa (51.11 miles) ..... | 40,659.05    |



## PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED  
DURING THE YEAR.

|  |    |           |
|--|----|-----------|
| Grading .....  | \$ | 5,521.38  |
| Bridging and masonry .....                               |    | 2,449.66  |
| Superstructure, including rails .....                    |    | 3,352.17  |
| Land, land damages, and fences .....                     |    | 9,885.01  |
| Engineering, agencies, salaries and other expenses ..... |    | 8.05      |
| Total for construction .....                             | \$ | 21,216.27 |

## EQUIPMENT.

|   |    |           |
|---|----|-----------|
| Freight and other cars, 60 .....                      | \$ | 26,216.54 |
| Wrecking-cars, pile-drivers and tools .....           |    | 2,154.74  |
| Total for equipment .....                             | \$ | 28,365.28 |
| Total expenditures charged to property accounts ..... | \$ | 49,581.55 |

Net addition to property account for the year .....\$ 49,581.55

## REVENUE FOR THE YEAR ENDING JUNE 30, 1887.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                       | THROUGH. | LOCAL. | TOTAL.        |
|-----------------------|----------|--------|---------------|
| July, 1886 .....      |          |        | \$ 16,950.87  |
| August, 1886 .....    |          |        | 19,312.47     |
| September, 1886 ..... |          |        | 17,562.04     |
| October, 1886 .....   |          |        | 22,283.51     |
| November, 1886 .....  |          |        | 15,682.34     |
| December, 1886 .....  |          |        | 12,696.67     |
| January, 1887 .....   |          |        | 11,025.50     |
| February, 1887 .....  |          |        | 11,233.82     |
| March, 1887 .....     |          |        | 14,167.40     |
| April, 1887 .....     |          |        | 13,953.60     |
| May, 1887 .....       |          |        | 14,548.82     |
| June, 1887 .....      |          |        | 15,180.56     |
| Totals .....          |          |        | \$ 184,842.60 |

## FROM TRANSPORTATION OF FREIGHT.

|                       | THROUGH. | LOCAL. | TOTAL.        |
|-----------------------|----------|--------|---------------|
| July, 1886 .....      |          |        | \$ 33,790.51  |
| August, 1886 .....    |          |        | 39,291.62     |
| September, 1886 ..... |          |        | 34,210.69     |
| October, 1886 .....   |          |        | 38,061.05     |
| November, 1886 .....  |          |        | 31,638.21     |
| December, 1886 .....  |          |        | 23,634.18     |
| January, 1887 .....   |          |        | 46,337.54     |
| February, 1887 .....  |          |        | 18,631.61     |
| March, 1887 .....     |          |        | 30,744.87     |
| April, 1887 .....     |          |        | 24,235.62     |
| May, 1887 .....       |          |        | 29,910.82     |
| June, 1887 .....      |          |        | 34,171.32     |
| Totals .....          |          |        | \$ 584,048.24 |

## FROM ALL OTHER SOURCES.

|                       | MAILS.       | EXPRESS.     | MISCELLANEOUS. | TOTAL.       |
|-----------------------|--------------|--------------|----------------|--------------|
| July, 1886 .....      | \$ 2,239.77  | \$ 925.47    | \$ 797.03      | \$ 3,962.27  |
| August, 1886 .....    | 2,239.77     | 1,180.13     | 852.21         | 4,272.11     |
| September, 1886 ..... | 2,239.83     | 1,156.13     | 757.39         | 4,153.35     |
| October, 1886 .....   | 2,239.77     | 1,182.58     | 1,858.71       | 5,281.06     |
| November, 1886 .....  | 2,239.77     | 1,163.24     | 995.38         | 4,398.39     |
| December, 1886 .....  | 2,239.77     | 1,274.84     | 921.09         | 4,435.70     |
| January, 1887 .....   | 2,239.77     | 1,156.09     | 1,088.70       | 4,484.56     |
| February, 1887 .....  | 2,239.77     | 1,058.45     | 625.45         | 3,923.65     |
| March, 1887 .....     | 2,239.77     | 1,212.56     | 642.74         | 2,995.07     |
| April, 1887 .....     | 2,153.91     | 1,172.91     | 588.29         | 3,909.21     |
| May, 1887 .....       | 2,239.43     | 1,036.01     | 845.05         | 4,226.49     |
| June, 1887 .....      | 2,239.78     | 1,411.67     | 854.17         | 4,505.62     |
| Totals .....          | \$ 26,845.11 | \$ 13,961.18 | \$ 10,621.19   | \$ 51,427.48 |

## ANALYSIS OF EARNINGS.

|  |        |            |
|--|--------|------------|
| Earnings, passenger:   |        |            |
| From all passengers .....  | \$     | 180,646.87 |
| From express .....   |        | 18,156.31  |
| From mails .....   |        | 26,845.11  |
| From other sources, passenger department .....                                     |        | 2,479.39   |
| Total earnings, passenger department .....   | \$     | 228,127.68 |
| Earnings per train mile run (191,037 miles) .....                                  | \$     | 1.1941     |
| Earnings, freight:   |        |            |
| Total earnings, freight department .....   |        | 394,048.24 |
| Earnings per train mile run (232,114 miles) .....                                  | 1.6545 |            |
| Earnings per train mile run, from all trains earning revenue (423,151 miles) ..... | 1.466  |            |
| Proportion of earnings for Iowa .....  |        | 76,784.72  |
| Rests received for use of road and miscellaneous .....                             |        | 7,232.99   |
| Earnings from all other sources .....  |        | 906.81     |
| Telegraph earnings .....   | 906.81 |            |
| Total earnings from all sources .....  | \$     | 630,317.72 |
| Earnings per mile of road operated (185.83 miles) .....                            | \$     | 3,338.04   |
| Proportion of earnings for Iowa .....  |        | 76,784.72  |



## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|   |    |            |
|---|----|------------|
| Repairs of road-bed and track (includes 2 and 3)..... | \$ | 92,852.00  |
| Renewal of ties (No. laid, 9,000) .....               |    |            |
| Repairs of bridges, including culverts .....          |    | 16,022.43  |
| Repairs of fences, road-crossings and signs .....     |    | 2,577.63   |
| Repairs of buildings, stations and water-tanks .....  |    | 4,549.41   |
| Total .....   | \$ | 116,071.54 |

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

|   |    |           |
|---|----|-----------|
| Repairs of locomotives .....                | \$ | 14,068.81 |
| Repairs of passenger and baggage cars ..... |    | 12,806.08 |
| Repairs of freight cars .....               |    | 18,233.75 |
| Total .....                                 | \$ | 45,170.64 |

## CLASS 3—CONDUCTING TRANSPORTATION.

|  |    |            |
|--|----|------------|
| Water supply .....                                   | \$ | 4,104.85   |
| Locomotive service .....                             |    | 76,196.65  |
| Train service .....                                  |    | 33,231.76  |
| Mileage of all cars (debit balance) .....            |    | 4,268.25   |
| Telegraph expenses (maintenance and operating) ..... |    | 5,603.24   |
| Damage and loss of freight and baggage .....         |    | 1,128.70   |
| Damage to property and cattle .....                  |    | 4,794.96   |
| Personal injuries .....                              |    | 4,437.44   |
| Agents and station service .....                     |    | 49,448.23  |
| Total .....  | \$ | 185,277.12 |

## CLASS 4—GENERAL EXPENSES.

|  |    |           |
|--|----|-----------|
| Salaries and expenses of general officers and clerks ..... | \$ | 17,093.64 |
| Legal expenses .....                                       |    | 4,822.86  |
| Insurance .....  |    | 1,273.21  |
| Printing, outside agencies and advertising .....           |    | 7,665.52  |
| Taxes in Iowa .....  | \$ | 2,961.04  |
| Taxes in other States .....                                |    | 13,181.49 |
| Total taxes .....  |    | 16,142.53 |
| Total .....  | \$ | 46,998.76 |

## RECAPITULATION OF EXPENSES.

|  |    |            |
|--|----|------------|
| Maintenance of way and buildings .....   | \$ | 116,071.54 |
| Maintenance of motive power and cars .....   |    | 45,170.64  |
| Conducting transportation .....  |    | 185,277.12 |
| General expenses, including taxes .....  |    | 46,998.76  |
| Total operating expenses and taxes .....   | \$ | 393,518.06 |
| Operating expenses and taxes per mile of road operated<br>(185.83 miles) .....                       | \$ | 2,117.62   |
| Operating expenses and taxes per train mile run, for trains<br>earning revenue (423,151 miles) ..... |    | .93        |
| Proportion of operating expenses and taxes for Iowa, estimated .....                                 |    | 110,264.47 |
| Expenses of running and management of all trains earning revenue .....                               |    | 230,447.79 |
| Percentage of expenses to earnings .....   |    | 63.5       |

## GENERAL EXHIBIT.

|  |    |            |
|--|----|------------|
| Total earnings .....   | \$ | 620,317.72 |
| Total expenses, including taxes .....                              |    | 393,518.06 |
| Net earnings .....   |    | 226,799.66 |
| Rentals, specifying amount paid to each company :                  |    |            |
| Wabash .....   | \$ | 1,500.00 † |
| Hannibal & St. Jo .....  |    | 2,829.59   |
| Interest accruing during the year .....                            |    | 4,329.59   |
| Interest paid during the year .....                                |    | 215,501.75 |
| Interest paid during the year on account of the road in Iowa ..... |    | 110,680.94 |
| Interest on funded debt accruing during the year .....             |    | 190,800.00 |
| Interest on floating debt accruing during the year .....           |    | 24,701.75  |
| Interest paid on floating debt .....                               |    | 110,680.94 |
| Interest falling due during the year and not paid .....            |    | 190,800.00 |
| Floating debt liquidated during the year .....                     |    | 112,804.69 |
| Balance for the year .....   |    | 1,015.56   |
| Balance at commencement of the year .....                          |    | 227,404.08 |
| Balance at the close of the year, June 30, 1887 .....              | \$ | 226,388.52 |

## GENERAL RECAPITULATION.

|  |      |            |
|--|------|------------|
| Total earnings .....   | \$   | 620,317.72 |
| Total operating expenses and taxes .....                       |      | 393,518.06 |
| Net earnings above operating expenses and taxes .....          |      | 226,799.66 |
| Net earnings above operating expenses, taxes and rental .....  |      | 222,470.07 |
| Percentage of net earnings to stock and debt .....             | 3.15 |            |
| Percentage of net earnings to cost of road and equipment ..... | 2.94 |            |

## TAXES.

## AMOUNT PAID FOR THE YEAR ENDING JUNE 30, 1887.

|                   |    |           |
|-------------------|----|-----------|
| In Iowa .....     | \$ | 2,961.04  |
| In Missouri ..... |    | 13,181.49 |

## GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS, JUNE 30, 1887.

| DEBIT.                              |    |              |
|-------------------------------------|----|--------------|
| Construction .....                  | \$ | 6,720,806.18 |
| Equipment .....                     |    | 477,592.26   |
| Cash .....                          |    | 43,950.02    |
| Material and supplies .....         |    | 17,281.56    |
| Accounts and bills receivable ..... |    | 113,261.93   |
| Profit and loss .....               |    | 349,279.69   |
| Total .....                         | \$ | 7,722,180.64 |
| CREDIT.                             |    |              |
| Funded debt .....                   | \$ | 3,180,000.00 |
| Unpaid coupons .....                |    | 693,000.00   |
| Capital stock .....                 |    | 3,420,000.00 |
| Accounts and notes payable .....    |    | 429,180.64   |
| Total .....                         | \$ | 7,722,180.64 |



## DESCRIPTION OF ROAD.

|   |        |
|---|--------|
| Length of main line of road, from Keokuk to St. Peters .....              | 135.82 |
| Length of main line of road in Iowa .....                                 | 3.02   |
| Length of main line of road in Missouri .....                             | 130.19 |
| Length of main line of road in Illinois .....                             | 2.41   |
| Total length of road belonging to this company .....                      | 135.82 |
| Total length of road belonging to this company in Iowa .....              | 3.02   |
| Aggregate length of sidings and other tracks not above enumerated .....   | 23.00  |
| Same in Iowa .....  | 4.30   |
| Total length of steel rails in tracks in Iowa, exclusive of sidings ..... | 3.02   |
| Total length of iron rails in tracks in Iowa .....                        | 42.05  |
| Weights per yard, steel, 66 pounds.                                       |        |
| Weights per yard, iron, 48 to 56 pounds.                                  |        |
| Gauge of track, 4 feet 8½ inches.   |        |

## ROADS AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

|  |        |
|--|--------|
| Name, description and length of each :   |        |
| Keokuk & Northwestern R. R. Co. ....   | 42.05  |
| Total length of above roads .....  | 42.05  |
| Total length of above roads in Iowa .....  | 42.05  |
| Total miles of road operated by this company .....   | 164.87 |
| Total miles of road operated by this company in Iowa not reported by any other company ..... | 52.76  |

## STATIONS.

|  |    |
|--|----|
| Number of stations on all roads owned by this company .....    | 25 |
| Same in Iowa .....   | 1  |
| Number of stations on all roads operated by this company ..... | 42 |
| Same in Iowa .....   | 11 |
| Number of telegraph offices in stations in Iowa .....          | 7  |

## EMPLOYEES.

|  |               |
|--|---------------|
| Number of persons regularly employed on all roads operated by this company .....   | 600           |
| Same in Iowa .....   | 295           |
| Amount paid employees, including officials, on all roads operated by this company, for the year ending June 30, 1887 ..... | \$ 271,670.35 |
| Same in Iowa .....   | 165,777.05    |

## BRIDGES IN IOWA.

|  | No. | Aggregate length. |
|--|-----|-------------------|
| Wooden truss bridges over 100 feet in length ..... | 4   | 598               |
| Iron truss bridges over 100 feet in length .....   | 5   | 808               |
| Wooden trestle and pile .....                      | 91  | 6,725             |

## BOX CULVERTS IN IOWA.

|              |     |
|--------------|-----|
| Timber ..... | 104 |
| Stone .....  | 6   |

## CATTLE-GUARDS.

|                         |    |
|-------------------------|----|
| Number of in Iowa ..... | 97 |
|-------------------------|----|

## RENEWAL OF BRIDGES IN IOWA.

|  |       |
|--|-------|
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.) ..... | 3,572 |
|--|-------|

## BRIDGES BUILT WITHIN THE YEAR IN IOWA.

| LOCATION.                     | KIND.              | MATERIAL.  | WHEN BUILT.      | Length in feet. |
|-------------------------------|--------------------|------------|------------------|-----------------|
| ¼ mile south New Boston ..... | Pile trestle ..... | Wood ..... | June, 1887 ..... | 63              |

|   |    |
|---|----|
| Give the average number of years the trestle and pile bridges last on your road in Iowa ..... | 9  |
| Give the average number of years that wooden truss bridges last on your road in Iowa .....    | 12 |

## ROAD-BED AND TRACK.

|  |       |
|--|-------|
| Number of track sections in Iowa .....   | 8¼    |
| Average length of sections, miles .....  | 6¼    |
| Average number of men in each section gang .....   | 4     |
| Number of new ties laid in track during the year in Iowa .....                                     | 9,000 |
| Average number of new ties per mile of road .....  | 184   |
| New rails laid in track during the year in Iowa, steel—(625 860-2240 tons), miles .....            | None. |
| Total track laid with new rails during the year in Iowa, miles .....                               | None. |
| What is the average number of years that iron rails last in your track on branches in Iowa .....   | 10    |
| What is the average number of years that steel rails last in your track on main line in Iowa ..... | 12    |
| What is the average number of years that ties last in your track in Iowa .....                     | 8     |

## CROSSINGS IN IOWA.

|   |    |
|---|----|
| What railroad crosses your road at grade, and at what locality?               |    |
| Chicago, Burlington & Kansas City, at Donnellson.                             |    |
| Chicago, Rock Island & Pacific, at Keokuk.                                    |    |
| What railroads cross your road, either over or under, and what locality?      |    |
| St. Madison & Northwestern Railroad near Houghton.                            |    |
| C., S. F. & C. Railroad, one-fourth mile south of New Boston in construction. |    |
| Number of highway crossings at grade .....                                    | 53 |
| Number of highway crossings over railroad .....                               | 3  |
| Number of highway crossings under railroad .....                              | 4  |
| Number of highway bridges 20 feet above track .....                           | 2  |
| Number of highway bridges less than 20 feet above track .....                 | 1  |

## FENCING IN IOWA.

All the road fenced except station grounds, road crossings, etc.



## ROLLING STOCK.

|  | Total owned. |
|--|--------------|
| Number of passenger cars .....                 | 10           |
| Number of baggage, mail and express cars ..... | 6            |
| Number of box freight cars .....               | 280          |
| Number of stock cars .....                     | 103          |
| Number of platform and coal cars .....         | 90           |
| Number of other cars .....                     | 12           |
| Total number of cars .....                     | 501          |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|   |         |
|---|---------|
| Miles run by passenger trains during the year ..... | 191,637 |
| Miles run by freight trains during the year .....   | 232,114 |
| Miles run by other trains during the year .....     | 7,015   |
| Total train mileage .....                           | 430,766 |

## PASSENGER TRAFFIC.

|  |         |
|--|---------|
| Number of through passengers carried .....                   | 57,081  |
| Number of local passengers carried .....                     | 142,248 |
| Total number of passengers carried .....                     | 199,329 |
| Highest rates of fare per mile for any distance, cents ..... | 3       |

## FREIGHT TRAFFIC.

|   |            |
|---|------------|
| Number of tons of through freight carried .....       | 360,747    |
| Number of tons of local freight carried .....         | 90,572     |
| Total tons of freight carried .....                   | 451,319    |
| Total freight mileage, or tons carried one mile ..... | 35,366,479 |

## CAR MILEAGE.

|   |   |           |
|---|---|-----------|
| Number of miles run by loaded freight cars east and south ..... | } | 3,657,488 |
| Number of miles run by loaded freight cars west and north ..... |   |           |
| Number of miles run by empty freight cars east and south .....  | } | 973,869   |
| Number of miles run by empty freight cars west and north .....  |   |           |
| Total freight car mileage .....                                 |   | 4,631,356 |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? American Express Company does regular express business. We take their freight at depots. Contract, \$60 per working day for 5,000 lbs. through freight daily. Excess at 75 cents per cwt.]

## SLEEPING-CARS.

Do sleeping, parlor, or dining-cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Woodruff sleeping cars. The Railway Company maintain the cars and receives one-fourth of net earnings less 6 per cent on one-fourth cost of coaches. Pullman sleeping cars. The Railway Company pays mileage at three cents per mile and the Pullman Company maintain the cars and retain all earnings.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$141.93 per mile per annum. Twice each way daily on St. Louis, Keokuk & Northwestern, and once each way daily on Keokuk & Northwestern.

What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$90 per year at Mt. Pleasant.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? 49.04 Keokuk & Northwestern; 3.02 St. Louis, Keokuk & Northwestern.

What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? Western Union Telegraph Company own one wire 3.02 miles.



## REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1887.

## KILLED.

| DATE.                 | NAME AND OCCUPATION. | PLACE. | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.    |
|-----------------------|----------------------|--------|---|
| 1886.<br>September 13 | Harry Nelson         | Keokuk | Stealing ride, and fell between cars; killed. |

## TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT.   | KILLED.     |            |         | INJURED.    |            |         |
|----------------------|-------------|------------|---------|-------------|------------|---------|
|                      | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Stealing rides ..... | —           | —          | 1       | —           | —          | —       |
| Total .....          | —           | —          | 1       | —           | —          | —       |

## SUMMARY OF ACCIDENTS FOR IOWA.

|  |   |
|--|---|
| Number of persons killed during the year ..... | 1 |
| Number stealing rides killed or injured .....  | 1 |

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—W. W. Baldwin, Burlington, Iowa.  
*Vice-President*—J. T. Remey, Burlington, Iowa.  
*Assistant Secretary*—H. E. Jarvis, Burlington, Iowa.  
*Treasurer*—J. C. Peasley, Chicago, Illinois.  
*General Auditor*—J. L. Lathrop, Chicago, Illinois.  
*Superintendent*—C. M. Levey, Keokuk, Iowa.  
*Chief Engineer*—Ed. M. Gilchrist, Keokuk, Iowa.  
*Superintendent of Telegraph*—W. E. Cunningham, Keokuk, Iowa.  
*Auditor, Assistant Treasurer and Secretary*—J. H. Sturgis, Jr., Keokuk, Iowa.  
*General Passenger Agent*—Howard Elliott, Keokuk, Iowa.  
*General Freight Agent*—Howard Elliott, Keokuk, Iowa.  
*General Attorney*—H. H. Trimble, Keokuk, Iowa.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

W. W. Baldwin, Burlington, Iowa.  
 H. E. Jarvis, Burlington, Iowa.  
 J. T. Remey, Burlington, Iowa.  
 H. B. Scott, Burlington, Iowa.  
 J. W. Blythe, Burlington, Iowa.

Date of annual meeting of stockholders, first Tuesday in December.  
 Fiscal year of company ends December 31st.  
 General offices of the company are located at Keokuk, Iowa.



STATE OF IOWA, } ss.  
COUNTY OF LEE. }

C. M. Levey, Superintendent, and J. H. Sturgis, Jr., Auditor, of the St. Louis, Keokuk & Northwestern Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of their knowledge and belief.

Signed,

C. M. LEVEY,  
Superintendent.  
J. H. STURGIS, JR.,  
Auditor.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 5th day of October, A. D. 1887.

W. Mc. C. WHITE,  
Notary Public.

[L. S.]

Received and filed in the office of the Commissioners of Railroads this 10th day of October, 1887.

W. W. AINSWORTH, Secretary.

## REPORT

OF THE

## CHICAGO, IOWA AND DAKOTA RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30, 1887.

### CAPITAL STOCK.

|   |                  |                   |
|---|------------------|-------------------|
| Amount authorized by articles of association .....                  | \$ 1,260,000.00  |                   |
| Amount of common stock issued.....                                  |                  | 200,000.00        |
| Amount of preferred stock issued, and conditions of preference..... |                  | 100,000.00        |
| May draw 6 per cent interest ; non-accumulative.....                |                  |                   |
| Total amount paid in, as per books of the company ....              | \$               | <u>300,000.00</u> |
| Total miles of road owned by company .....                          | 26 $\frac{1}{4}$ |                   |
| Amount of stock per mile of road .....                              | \$ 15,000.00     |                   |
| Amount of stock representing the road in Iowa .....                 | All.             |                   |
| Amount of stock held in Iowa .....                                  | 120,000.00       |                   |
| Total number of stock holders .....                                 | 15               |                   |
| Number of stockholders in Iowa.....                                 | 13               |                   |

### DEBT.

Funded debt as follows :

|  |                      |
|--|----------------------|
| Bonds due, rate of interest, 6 per cent..... | \$ 397,500.00        |
| Total amount of funded debt.....             | \$ <u>397,500.00</u> |

Floating debt :

|   |                      |
|---|----------------------|
| Incurred for improvements ; 8 per cent interest ..... | 16,000.00            |
| Total amount of debt liabilities.....                 | \$ <u>413,500.00</u> |

|  |               |
|--|---------------|
| Amount of debt per mile of road.....                 | 15,603.77     |
| Amount of debt representing the road in Iowa.....    | All.          |
| Total amount of stock and debt.....                  | \$ 713,500.00 |
| Total amount of stock and debt per mile of road..... | 26,924.53     |



## COST OF ROAD AND EQUIPMENT.

Construction of road and branches (not reported separately):

|  |                      |
|--|----------------------|
| Grading .....  | \$ 53,610.11         |
| Bridging and masonry .....   | 18,370.15            |
| Superstructure, including rails .....  | 175,278.28           |
| Land, land damages and fences .....  | 18,081.73            |
| Passenger and freight stations, coal sheds, and water stations .....         | 11,087.00            |
| Engine houses, car sheds and turn-tables .....                               | 1,700.00             |
| Machine shops, including machinery and tools .....                           | 1,191.85             |
| Interest paid during construction, discounts, etc. ....                      | 2,044.07             |
| Engineering, agencies, salaries and other expenses during construction ..... | 8,882.58             |
| All other items charged to construction not enumerated above .....           | 23,426.12            |
| <b>Total expended for construction .....</b>                                 | <b>\$ 316,671.89</b> |

|   |           |
|---|-----------|
| Average cost of construction per mile of road (26½ miles) ..... | 11,949.88 |
| Proportion of cost of construction for Iowa .....               | All.      |

## COST OF EQUIPMENT.

|   |                     |
|---|---------------------|
| Locomotives .....                               | \$ 16,750.00        |
| Passenger, mail, baggage and express cars ..... | 3,300.00            |
| Freight and other cars .....                    | 4,990.00            |
| <b>Total for equipment .....</b>                | <b>\$ 25,040.00</b> |

|  |              |
|--|--------------|
| Average cost of equipment per mile of road operated by company (26½ miles) ..... | \$ 944.90    |
| Total cost of road and equipment .....   | \$41,711.59  |
| Average cost of road and equipment per mile (26½ miles) .....                    | \$ 12,894.79 |
| Average cost of road and equipment per mile in Iowa .....                        | All.         |

## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                       | THROUGH.           | LOCAL. | TOTAL.          |
|-----------------------|--------------------|--------|-----------------|
| July, 1886 .....      | \$ 490.75          |        |                 |
| August, 1886 .....    | 608.63             |        |                 |
| September, 1886 ..... | 838.11             |        |                 |
| October, 1886 .....   | 395.53             |        |                 |
| November, 1886 .....  | 244.30             |        |                 |
| December, 1886 .....  | 408.51             |        |                 |
| January, 1887 .....   | 213.45             |        |                 |
| February, 1887 .....  | 281.42             |        |                 |
| March, 1887 .....     | 336.11             |        |                 |
| April, 1887 .....     | 344.73             |        |                 |
| May, 1887 .....       | 383.93             |        |                 |
| June, 1887 .....      | 351.69             |        |                 |
| <b>Totals .....</b>   | <b>\$ 4,877.16</b> |        | <b>4,877.16</b> |

\*There is an unsettled account with the Iowa Railway & Construction Company, which will add to the cost of construction.

## FROM TRANSPORTATION OF FREIGHT.

|                       | THROUGH.            | LOCAL.             | TOTAL.              |
|-----------------------|---------------------|--------------------|---------------------|
| July, 1886 .....      | \$ 1,067.80         | \$ 119.15          | \$ 1,186.95         |
| August, 1886 .....    | 2,174.58            | 290.43             | 2,434.96            |
| September, 1886 ..... | 2,326.45            | 696.38             | 3,022.83            |
| October, 1886 .....   | 1,599.45            | 625.13             | 2,224.58            |
| November, 1886 .....  | 1,565.29            | 375.29             | 1,940.58            |
| December, 1886 .....  | 1,421.69            | 248.89             | 1,669.98            |
| January, 1887 .....   | 2,297.70            | 249.81             | 2,547.51            |
| February, 1887 .....  | 2,622.85            | 111.70             | 2,734.55            |
| March, 1887 .....     | 1,815.04            | 300.16             | 2,115.20            |
| April, 1887 .....     | 927.75              | 190.39             | 1,118.14            |
| May, 1887 .....       | 1,630.70            | 136.10             | 1,766.82            |
| June, 1887 .....      | 1,692.07            | 144.55             | 1,836.62            |
| <b>Totals .....</b>   | <b>\$ 19,940.72</b> | <b>\$ 3,448.38</b> | <b>\$ 23,389.10</b> |

## FROM ALL OTHER SOURCES.

|                       | MAILS.           | EXPRESS.         | MISCELLANEOUS. | TOTAL.             |
|-----------------------|------------------|------------------|----------------|--------------------|
| July, 1886 .....      | \$ 54.80         |                  |                | \$ 54.80           |
| August, 1886 .....    | 54.32            |                  |                | 54.32              |
| September, 1886 ..... | 214.67           |                  |                | 290.67             |
| October, 1886 .....   | 61.56            |                  |                | 61.56              |
| November, 1886 .....  | 63.37            |                  |                | 63.37              |
| December, 1886 .....  | 214.67           |                  |                | 235.42             |
| January, 1887 .....   | 70.75            |                  |                | 70.75              |
| February, 1887 .....  | 64.76            |                  |                | 64.76              |
| March, 1887 .....     | 55.55            |                  |                | 55.55              |
| April, 1887 .....     | 63.90            |                  |                | 63.90              |
| May, 1887 .....       | 77.72            |                  |                | 77.72              |
| June, 1887 .....      | 59.11            |                  |                | 59.11              |
| <b>Totals .....</b>   | <b>\$ 858.68</b> | <b>\$ 717.34</b> |                | <b>\$ 1,576.02</b> |

## ANALYSIS OF EARNINGS.

|  |                     |
|--|---------------------|
| Earnings, passenger:   |                     |
| From local passengers .....  | \$ 4,877.16         |
| From all passengers .....  | \$ 4,877.16         |
| From express and baggage .....   | 717.34              |
| From mails .....   | 858.68              |
| <b>Total earnings, passenger department .....</b>                                | <b>\$ 6,453.18</b>  |
| Earnings per train mile run, 29,400 miles .....                                  | 0.22                |
| Earnings, freight:   |                     |
| From local .....   | \$ 3,448.38         |
| From through .....   | 19,940.72           |
| <b>Total earnings freight department .....</b>                                   | <b>23,389.10</b>    |
| Earnings per train mile run, 29,400 miles .....                                  | 0.7955              |
| Earnings per train mile run, from all trains earning revenue, 29,400 miles ..... | 1.0152              |
| Proportion of earnings for Iowa (transportation) .....                           | All.                |
| <b>Total earnings from all sources .....</b>                                     | <b>\$ 29,842.28</b> |
| Earnings per mile of road operated, 26½ miles .....                              | 1,126.12            |
| Proportion of earnings for Iowa .....  | All.                |



## EXPENSES OF OPERATING THE ROAD FOR THE YEAR

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|  |    |          |
|--|----|----------|
| Repairs of road-bed and track .....                            | \$ | 5,847.29 |
| Repairs of bridges, including culverts and cattle-guards ..... |    | 27.15    |
| Repairs of fences, road-crossings and signs .....              |    | 344.02   |
| Repairs of buildings, stations and water-tanks .....           |    | 830.60   |
| Total .....  | \$ | 7,049.06 |

## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                 |    |          |
|---------------------------------|----|----------|
| Repairs of locomotives .....    | \$ | 1,610.91 |
| Repairs of passenger cars ..... |    | 84.33    |
| Repairs of freight cars .....   |    | 29.19    |
| Total .....                     | \$ | 1,724.43 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|  |    |          |
|--|----|----------|
| Fuel for locomotives .....                           | \$ | 2,178.76 |
| Water supply .....                                   |    | 176.72   |
| Oil and waste .....                                  |    | 336.21   |
| Locomotive service .....                             |    | 2,318.01 |
| Passenger train service .....                        |    | 1,221.35 |
| Mileage of passenger cars (debit balance) .....      |    | 138.34   |
| Telegraph expenses (maintenance and operating) ..... |    | 235.64   |
| Damages to property and cattle .....                 |    | 112.50   |
| Agents and station service .....                     |    | 2,555.00 |
| Station supplies .....                               |    | 85.00    |
| Total .....  | \$ | 9,367.43 |

## CLASS 4.—GENERAL EXPENSES.

|   |    |          |
|---|----|----------|
| Salaries of general officers and clerks .....                   | \$ | 1,742.65 |
| Legal expenses .....  |    | 176.79   |
| Stationery and printing, outside agencies and advertising ..... |    | 240.40   |
| Contingencies .....   |    | 5,232.58 |
| Taxes in Iowa .....   |    | 983.94   |
| Total .....   | \$ | 8,376.36 |

## RECAPITULATION OF EXPENSES.

|  |    |           |
|--|----|-----------|
| Maintenance of way and buildings .....   | \$ | 7,049.06  |
| Maintenance of motive power and cars .....   |    | 1,724.43  |
| Conducting transportation .....  |    | 9,367.43  |
| General expenses, including taxes .....  |    | 8,376.36  |
| Total operating expenses and taxes .....   | \$ | 26,517.28 |
| Operating expenses and taxes per mile of road, operated (26.50 miles) .....                      | \$ | 1,000.65  |
| Operating expenses and taxes per train mile run, for trains earning revenue (29,400 miles) ..... |    | 0.9020    |
| Proportion of operating expenses and taxes for Iowa .....  |    | All.      |
| Percentage of expenses to earnings .....   |    | 88.85     |

## GENERAL EXHIBIT.

|  |    |           |
|--|----|-----------|
| Total earnings .....   | \$ | 29,842.28 |
| Total expenses, including taxes .....                          |    | 26,517.28 |
| Net earnings .....   |    | 3,325.00  |
| Interest accruing during the year .....                        |    | 23,850.00 |
| Balance at the close of the year, June 30, 1887, deficit ..... |    | 20,525.00 |

## GENERAL RECAPITULATION.

|  |    |           |
|--|----|-----------|
| Total earnings .....   | \$ | 29,842.28 |
| Total operating expenses and taxes .....                               |    | 26,517.28 |
| Net earnings above operating expenses and taxes .....                  |    | 3,325.00  |
| Net earnings above operating expenses, taxes and rental, deficit ..... |    | 20,525.00 |
| Gross earnings per train mile run, 26.50 miles .....                   | \$ | 1.0152    |

## TAXES.

## AMOUNT FOR YEAR ENDING JUNE 30, 1887.

|               |    |        |
|---------------|----|--------|
| In Iowa ..... | \$ | 983.94 |
|---------------|----|--------|

## DESCRIPTION OF ROAD.

|  |              |
|--|--------------|
| Length of main line of road, from Eldora Junction to Alden, Iowa .....   | 26.50        |
| Length of main line of road in Iowa .....                                | All.         |
| Total length of road belonging to this company .....                     | 26.50        |
| Aggregate length of sidings and other tracks not above enumerated .....  | 2.50         |
| Total length of steel rails in track in Iowa, exclusive of sidings ..... | 26.50        |
| Weight per yard, steel .....   | 82 lbs.      |
| Gauge of track .....   | 4 ft. 8½ in. |

## STATIONS.

|  |   |
|--|---|
| Number of stations on all roads owned by this company .....    | 6 |
| Same in Iowa .....   | 6 |
| Number of stations on all roads operated by this company ..... | 6 |
| Same in Iowa .....   | 6 |
| Number of telegraph offices in stations in Iowa .....          | 6 |

## EMPLOYEES.

|   |      |           |
|---|------|-----------|
| Amount paid employees, including officials, on all roads operated by this company for the year ending June 30, 1887 ..... | \$   | 12,668.48 |
| Same in Iowa .....  | All. |           |

## BRIDGES IN IOWA.

|   | No. | Aggregate Length. |
|---|-----|-------------------|
| Combination truss bridges over 100 feet in length ..... | 2   | 300               |
| Wooden trestle and pile .....                           | 40  | 731               |

## ARCH CULVERTS AND VIADUCTS IN IOWA.

|                                 |    |       |
|---------------------------------|----|-------|
| Less than 20 feet opening ..... | 41 | 1,859 |
|---------------------------------|----|-------|

## BOX CULVERTS IN IOWA.

|              |    |     |
|--------------|----|-----|
| Timber ..... | 32 | 120 |
| Stone .....  | 8  | 12  |



## CATTLE-GUARDS.

Number of in Iowa..... 60

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

Amount of timber used in renewals of wooden bridges during the year  
(feet B. M.)..... 8,000  
Amount of trestle work replaced with earth during the year (lineal feet) ... 64

## ROAD-BED AND TRACK.

Number of track sections in Iowa..... 3  
Average length of sections, miles..... 0  
Average number of men in each section gang..... 5  
New rails laid in track during the year in Iowa, steel, 15 tons, laid in Y.  
Total track laid with new rails during the year in Iowa, as above.

## CROSSINGS IN IOWA.

What railroad crosses your road at grade, and at what locality?  
Central Iowa Railroad, at Eldora.  
What railroads cross your road, either over or under, and at what locality?  
Illinois Central Railroad, at Iowa Falls, crosses over.  
Number of highway crossings at grade..... 29  
Number of highway crossings under railroad..... 1

## FENCING IN IOWA.

How many miles of fencing have you on your road in Iowa..... 30  
What is the average cost per rod, cents..... 40  
What is the total cost of same..... \$ 3,840.00  
How many miles of new fencing have you built during the year..... 2  
Give the number of miles needed on both sides of your track in all counties  
In Iowa..... 20  
In Hardin county..... 20  
Total miles..... 50

## ROLLING STOCK.

|   | OWNED. | TOTAL. |
|---|--------|--------|
| Number of passenger, baggage, mail and express cars, combination. | 1      | 1      |
| Number of box freight cars.....                                   | 2      | 2      |
| Number of platform and coal cars.....                             | 10     | 10     |
| Number of other cars.....   | 2      | 2      |
| Total number of cars.....   | 15     | 15     |

Number of locomotives..... 2  
Maximum weight of locomotives and tenders .. 35 tons  
Average weight of locomotives and tenders..... 35 tons  
Number of locomotives equipped with train brake..... 2  
Number of locomotives equipped with driver brake..... None.  
Number of passenger cars equipped with train brake..... 1  
Number of freight cars equipped with train brake..... 14  
The amount of tonnage that can be carried over your road in Iowa exclusive of cars, by an engine of given weight (weight of engine 35 tons), 400 tons.

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

Miles run by mixed trains during the year..... 29,400  
Total train mileage..... 29,400

## PASSENGER TRAFFIC.

Number of local passengers carried..... 14,459  
Total number of passengers carried..... 14,459  
Total passenger mileage or passengers carried one mile..... 156,679  
Average distance traveled by each passenger, miles..... 10.83  
Average amount received from each passenger, cents..... 83.73  
Highest rate of fare per mile for any distance, cents..... 4  
Lowest rate of fare per mile for any distance, cents..... 3.30  
Average rate of fare per mile for all passengers, cents..... 3.86

## FREIGHT TRAFFIC.

Number of tons of through freight carried..... 8,525  
Number of tons of local freight carried..... 3,564  
Total tons of freight carried..... 12,089  
Total mileage of through freight (tons carried one mile)..... 108,737  
Total mileage of local freight (tons carried one mile)..... 46,557  
Total freight mileage, or tons carried one mile..... 155,294  
Average rate per ton per mile received for through freight, cents..... 18.34  
Average rate per ton per mile received for local freight, cents..... 7.40  
Average rate per ton per mile received for all freight, cents..... 15  
Percentage of freight originating at and carried to stations in Iowa, as compared with total freight carried in Iowa (this should not include fuel or any material for the use of the road)..... 100

## CAR MILEAGE.

Number of miles run by loaded freight cars east and south..... 23,451  
Number of miles run by loaded freight cars west and north..... 22,388  
Number of miles run by empty freight cars east and south..... 2,125  
Number of miles run by empty freight cars west and north..... 3,188  
Total freight car mileage..... 51,152  
Percentage of empty freight cars hauled east and south to all freight cars hauled east and south..... 8.31  
Percentage of empty freight cars hauled west and north to all freight cars hauled west and north..... 12.46

## SPEED OF TRAINS IN IOWA.

Rate of speed of mixed trains per hour, including stops, miles..... 20



## TONNAGE OF ARTICLES TRANSPORTED.

|  | TONS.  | PER<br>CENT. |
|--|--------|--------------|
| Grain .....  | 3,931  | 32.51        |
| Flour .....  | 221    | 1.83         |
| Animals .....  | 1,725  | 14.27        |
| Other agricultural products .....                          | 139    | 1.15         |
| Lumber and forest products .....                           | 1,152  | 9.53         |
| Coal .....   | 2,697  | 17.35        |
| Plaster, lime and cement .....                             | 231    | 1.91         |
| Salt .....   | 275    | 2.28         |
| Petroleum and oil .....                                    | 174    | 1.44         |
| Merchandise, and other articles not enumerated above ..... | 2,144  | 17.73        |
| Total tons carried .....                                   | 12,089 | 100.         |

## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

## ORIGINATING AT AND CARRIED TO STATIONS IN IOWA.

|  | TONS.  | PER<br>CENT. |
|--|--------|--------------|
| Grain .....  | 3,931  | 32.51        |
| Flour .....  | 221    | 1.83         |
| Animals .....  | 1,725  | 14.27        |
| Other agricultural products .....                          | 139    | 1.15         |
| Lumber and forest products .....                           | 1,152  | 9.53         |
| Coal .....   | 2,697  | 17.35        |
| Plaster, lime and cement .....                             | 231    | 1.91         |
| Salt .....   | 275    | 2.28         |
| Petroleum and oil .....                                    | 174    | 1.44         |
| Merchandise, and other articles not enumerated above ..... | 2,144  | 17.73        |
| Total tons carried .....                                   | 12,089 | 100.         |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and on what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? American Express. Do general business. Goods delivered to us. Make their own rates, and pay us 25 per cent of the business every month.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? Since July 1st, 1887, we are paid \$36.77 per mile of road. Prior to July 1st, \$42.50 per mile.

What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? Western Union own 26¼ miles.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—John Porter, Eldora, Iowa.  
 Vice-President—David Secor, Forest City, Iowa.  
 Secretary—A. H. Chase, Forest City, Iowa.  
 Treasurer—H. N. Brockway, Concord, Iowa.  
 General Manager—John Porter, Eldora, Iowa.  
 General Superintendent—W. S. Porter, Eldora, Iowa.  
 Superintendent of Telegraph—W. S. Porter, Eldora, Iowa.  
 Auditor—W. S. Porter, Eldora, Iowa.  
 General Passenger Agent—W. S. Porter, Eldora, Iowa.  
 General Freight Agent—W. S. Porter, Eldora, Iowa.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

John Porter, Eldora, Iowa.  
 David Secor, Forest City, Iowa.  
 A. H. Chase, Forest City, Iowa.  
 J. W. Mahoney, Forest City, Iowa.  
 W. O. Hanson, Forest City, Iowa.  
 H. N. Brockway, Concord, Iowa.  
 W. S. Porter, Eldora, Iowa.  
 Chas. E. Albrook, Eldora, Iowa.  
 Ezra Nicholls, Eldora, Iowa.  
 John S. Hadley, Eldora, Iowa.  
 M. C. Smith, Eldora, Iowa.

Date of annual meeting of stockholders, first Monday in June of each year.  
 Fiscal year of company ends May 31st.  
 General offices of the company located at Eldora, Hardin county, Iowa.

STATE OF IOWA. { ss.  
 COUNTY OF HARDIN.

John Porter, President and General Manager, W. S. Porter, General Superintendent and Auditor of the Chicago, Iowa & Dakota Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of their knowledge and belief.

(Signed,)

JOHN PORTER,  
W. S. PORTER.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 12th day of September, A. D. 1887.

J. F. HARDIN,

Notary Public.

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 14th day of September, A. D. 1887.

W. W. AINSWORTH, Secretary.



## REPORT

OF THE

## CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

## CAPITAL STOCK.

|   |                  |
|---|------------------|
| Number of shares issued, amount paid in .....                       | \$ 52,507,961.00 |
| Amount of common stock issued .....                                 | 30,911,061.00    |
| Amount of preferred stock issued and conditions of preferment ..... | 21,596,900.00    |

The preferred stock is entitled to 7 per cent dividend, if earned, to the exclusion of common stock, but common stock is entitled to 7 per cent before preferred can have more. After that, no preference.

|  |                  |
|--|------------------|
| Total amount paid in as per books of the company ..... | \$ 52,507,961.00 |
|--|------------------|

|   |               |
|---|---------------|
| Total miles of road owned by this company .....     | 5,311.15      |
| Amount of stock per mile of road .....              | \$ 9,886.00   |
| Amount of stock representing the road in Iowa ..... | 15,097,763.00 |
| Total number of stockholders .....                  | 2,557         |

## DEBT.

| NAME OF BONDS.                                  | Date of issue. | Where payable. | When payable. | INTEREST. |                | Amount.        |
|---|----------------|----------------|---------------|-----------|----------------|----------------|
|   |                |                |               | Rate.     | When payable.  |                |
| Consolidated mortgage .....                     | 1875           | New York       | 1905 7        |           | Jan. and July  | \$ 11,476,000  |
| Terminal .....                                  | 1884           | New York       | 1914 5        |           | Jan. and July  | 4,660,000      |
| Income sinking fund convertible .....           | 1888           | New York       | 1916 4        |           | Jan. and July  | 2,000,000      |
| First mortgage La Crosse Division .....         | 1863           | New York       | 1893          |           | Jan. and July  | 5,223,000      |
| First mortgage Iowa & Minn. Div. ....           | 1867           | New York       | 1897 7        |           | Jan. and July  | 3,198,000      |
| First mortgage Prairie du Chien Div. ....       | 1868           | New York       | 1898 8        |           | Feb. and Aug.  | 3,674,000      |
| Second mortgage Prairie du Chien Div. ....      | 1868           | New York       | 1898 7 3      |           | Feb. and Aug.  | 1,241,000      |
| First mortgage Chicago & Mil. Div. ....         | 1873           | New York       | 1903 7        |           | Jan. and July  | 2,393,000      |
| First mortgage St. Paul (or River) Div. ....    | 1872           | London         | 1902 7        |           | Jan. and July  | 3,094,000      |
| First mortgage St. Paul (or Sterling) Div. .... | 1872           | London         | 1902 7        |           | Jan. and July  | 710,500        |
| First mortgage Iowa & Dakota Div. ....          | 1869           | New York       | 1899 7        |           | Jan. and July  | 541,000        |
| First mortgage Iowa & Dakota Extens'n ..        | 1878           | New York       | 1908 7        |           | Jan. and July  | 3,865,000      |
| First mortgage Hastings & Dakota Div. ....      | 1872           | New York       | 1902 7        |           | Jan. and July  | 89,000         |
| First mortgage Hastings & Dakota Ext'n ..       | 1880           | New York       | 1910 7        |           | Jan. and July  | 5,680,000      |
| First mortgage Hastings & Dakota Ext'n ..       | 1880           | New York       | 1910 5        |           | Jan. and July  | 585,000        |
| First mortgage Southwestern Div. ....           | 1879           | New York       | 1909 6        |           | Jan. and July  | 4,000,000      |
| First mortgage LaC. & Davenport Div. ....       | 1879           | New York       | 1919 5        |           | Jan. and July  | 2,500,000      |
| First mortgage Chicago & Pacific Div. ....      | 1880           | New York       | 1910 6        |           | Jan. and July  | 3,000,000      |
| First mortgage Chi. & Pacific West'n Div. ....  | 1881           | New York       | 1921 5        |           | Jan. and July  | 24,540,000     |
| First mortgage Southern Minnesota Div. ....     | 1880           | New York       | 1910 6        |           | Jan. and July  | 7,432,000      |
| First mortgage Mineral Point Div. ....          | 1880           | New York       | 1910 5        |           | Jan. and July  | 2,840,000      |
| First mortgage Dubuque Div. ....                | 1880           | New York       | 1920 6        |           | Jan. and July  | 6,576,000      |
| First mortgage Wisconsin Valley Div. ....       | 1880           | New York       | 1920 6        |           | Jan. and July  | 1,668,000      |
| First mortgage Wis. & Minnesota Div. ....       | 1881           | New York       | 1921 5        |           | Jan. and July  | 4,755,000      |
| First mortgage Chicago & Lake Sup. Div. ....    | 1881           | New York       | 1921 5        |           | Jan. and July  | 1,360,000      |
| First mortgage Chi. & Missouri Riv. Div. ....   | 1886           | New York       | 1926 5        |           | Jan. and July  | 2,049,000      |
| Land grant income bonds .....                   | 1880           | New York       | 1890 7        |           | Jan. and July  | 1,230,000      |
| Real estate mortgage .....                      | 1884           | New York       | 1915          |           | Mar. and Sept. | 225,000        |
| Real estate mortgage .....                      | 1895           | New York       | 1890 5        |           | Apr. and Oct.  | 50,000         |
| Minnesota Central Railroad .....                | 1864           | New York       | 1894 7        |           | Jan. and July  | 123,000        |
| Milwaukee & Western Railroad .....              | 1861           | New York       | 1891 7        |           | Jan. and July  | 215,000        |
| Wisconsin Valley Railroad .....                 | 1871           | New York       | 1909 7        |           | Jan. and July  | 1,166,500      |
| Oshkosh & Mississippi River Rwy. ....           | 1879           | New York       | 1891 8        |           | Jan. and July  | 29,000         |
| Fargo & Southern R'y, first mort. ....          | 1883           | New York       | 1924 6        |           | Jan. and July  | 1,250,000      |
| Fargo & Southern R'y, income .....              | 1883           | New York       | 1895 6        |           | Apr. and Oct.  | 200,000        |
| Dakota & "Gr. So." R'y, first mort. ....        | 1886           | New York       | 1916 5        |           | Jan. and July  | 2,600,000      |
|   |                |                |               |           |                | \$ 115,833,000 |

|  |                   |
|--|-------------------|
| Total amount of funded debt .....      | \$ 115,833,000.00 |
| Total amount of debt liabilities ..... | 115,833,000.00    |

|   |                  |
|---|------------------|
| Amount of debt per mile of road .....   | \$ 21,869.00     |
| Amount of debt representing the road in Iowa (on basis of miles of road) .....          | \$ 33,305,790.00 |
| Total amount of stock and debt .....  | 168,340,961.00   |
| Amount of stock and debt per mile of road .....   | 31,695.00        |
| Amount of interest paid representing the road in Iowa (on basis of miles of road) ..... | 1,913,604.98     |

## COST OF EQUIPMENT.

|   |                   |
|---|-------------------|
| Total cost of road and equipment .....  | \$ 170,682,911.69 |
| Average cost of road and equipment per mile [5,311.15 miles] .....                                    | \$ 32,137.00      |
| Proportion of cost of road and equipment for Iowa (on basis of miles of road) .....                   | 49,076,940.98     |
| Average cost of road and equipment per mile in Iowa (on basis of miles of road), 1,827.13 miles ..... | 32,137.00         |



## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL STOCK AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|  |    |               |
|--|----|---------------|
| Grading.....   | \$ | 75,073.68     |
| Bridging and masonry .....   |    | 64,338.68     |
| Superstructure, including rails .....                              |    | 270,320.26    |
| Land, land damages and fences .....                                |    | 36,267.19     |
| Passenger and freight stations, coal sheds and water stations..... |    | 142,321.66    |
| Engine houses, car sheds and turn-tables.....                      |    | 35,579.74     |
| Machine shops, including machinery and tools.....                  |    | 21,856.93     |
| Improvement of purchased roads.....                                |    | 1,519,513.26  |
| Construction of extensions and branches.....                       |    | 8,040,847.20  |
| Purchase of other roads (specifying same) and all particulars :    |    |               |
| Fargo & Southern Railway .....                                     |    |               |
| Dakota & Great Southern Railway.....                               |    | 1,149,200.00  |
| Terminal facilities Milwaukee and Chicago.....                     |    | 1,749,623.19  |
| Total for construction .....                                       | \$ | 13,143,937.08 |

## EQUIPMENT.

|   | Number. |                  |
|---|---------|------------------|
| Locomotives .....                                     | 47      | \$ 418,677.41    |
| Passenger, mail, baggage and express cars.....        | 51      | 311,892.80       |
| Freight and other cars.....                           | 1,000   | 413,342.59       |
| Other expenditures for equipment .....                |         |                  |
| Total for equipment.....                              |         | \$ 1,143,912.69  |
| Total expenditures charged to property account.....   |         | \$ 14,287,849.77 |
| Net addition to property account during the year..... |         | 14,287,849.77    |

## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                      | THROUGH.      | LOCAL.          | TOTAL.          |
|----------------------|---------------|-----------------|-----------------|
| July, 1886.....      | \$ 89,698.68  | \$ 481,050.48   | \$ 570,749.16   |
| August, 1886.....    | 88,130.38     | 453,292.76      | 541,423.14      |
| September, 1886..... | 100,790.84    | 519,769.56      | 620,560.40      |
| October, 1886.....   | 91,765.62     | 418,314.35      | 510,079.97      |
| November, 1886.....  | 63,893.69     | 358,659.65      | 422,553.34      |
| December, 1886.....  | 64,362.30     | 312,330.90      | 376,693.20      |
| January, 1887.....   | 44,223.81     | 292,345.24      | 336,569.05      |
| February, 1887.....  | 42,010.30     | 245,418.14      | 287,428.44      |
| March, 1887.....     | 81,526.17     | 363,438.77      | 444,964.94      |
| April, 1887.....     | 89,167.23     | 376,260.82      | 465,428.05      |
| May, 1887.....       | 96,466.84     | 375,589.70      | 472,056.54      |
| June, 1887.....      | 98,856.08     | 424,238.89      | 523,094.97      |
| Total .....          | \$ 950,897.64 | \$ 4,620,945.26 | \$ 5,571,842.90 |

## FROM TRANSPORTATION OF FREIGHT.

|                      | THROUGH.        | LOCAL.           | TOTAL.           |
|----------------------|-----------------|------------------|------------------|
| July, 1886.....      | \$ 78,463.43    | \$ 1,245,519.29  | \$ 1,323,982.72  |
| August, 1886.....    | 76,852.40       | 1,206,033.72     | 1,282,886.12     |
| September, 1886..... | 88,830.68       | 1,685,132.06     | 1,773,962.74     |
| October, 1886.....   | 108,248.74      | 2,003,648.37     | 2,111,897.11     |
| November, 1886.....  | 119,083.41      | 1,706,801.18     | 1,825,884.59     |
| December, 1886.....  | 125,245.28      | 1,585,919.67     | 1,711,164.95     |
| January, 1887.....   | 76,039.90       | 951,471.26       | 1,027,511.16     |
| February, 1887.....  | 103,390.28      | 1,008,919.31     | 1,112,309.59     |
| March, 1887.....     | 131,216.30      | 1,565,568.92     | 1,696,785.22     |
| April, 1887.....     | 85,581.41       | 1,294,688.59     | 1,380,270.00     |
| May, 1887.....       | 147,737.55      | 1,695,558.16     | 1,843,295.71     |
| June, 1887.....      | 140,295.59      | 1,319,290.57     | 1,459,586.16     |
| Total .....          | \$ 1,290,081.97 | \$ 16,607,948.10 | \$ 17,898,030.07 |

## MONTHLY EARNINGS—FROM ALL OTHER SOURCES, IOWA LINES.

|                      | MAILS.        | EXPRESS.      | MISCELLANEOUS. | TOTAL.          |
|----------------------|---------------|---------------|----------------|-----------------|
| July, 1886.....      | \$ 56,380.46  | \$ 31,955.62  | \$ 53,616.60   | \$ 141,952.68   |
| August, 1886.....    | 56,430.63     | 30,885.36     | 49,973.51      | 137,289.50      |
| September, 1886..... | 56,405.77     | 31,906.63     | 71,135.79      | 159,448.19      |
| October, 1886.....   | 56,465.82     | 31,304.91     | 83,901.49      | 171,672.22      |
| November, 1886.....  | 54,416.11     | 31,367.29     | 42,291.74      | 128,075.14      |
| December, 1886.....  | 56,633.81     | 31,671.02     | 84,077.67      | 172,382.50      |
| January, 1887.....   | 56,555.97     | 32,593.85     | 37,003.31      | 126,153.13      |
| February, 1887.....  | 56,569.11     | 32,800.90     | 29,834.45      | 119,204.46      |
| March, 1887.....     | 56,578.01     | 31,624.93     | 39,737.65      | 127,940.59      |
| April, 1887.....     | 56,379.04     | 32,062.91     | 40,121.32      | 128,563.27      |
| May, 1887.....       | 58,227.70     | 33,531.66     | 64,098.62      | 155,858.98      |
| June, 1887.....      | 54,504.02     | 31,987.02     | 50,026.09      | 136,517.13      |
| Total .....          | \$ 678,493.05 | \$ 383,785.04 | \$ 656,848.24  | \$ 1,719,126.33 |



## ANALYSIS OF EARNINGS.

|   |                  |                  |  |
|---|------------------|------------------|--|
| Earnings, passenger :   |                  |                  |  |
| From local passengers.....  | \$ 4,620,915.26  |                  |  |
| From through passengers.....  | 950,897.54       |                  |  |
| From all passengers.....  |                  | \$ 5,571,812.80  |  |
| From express and baggage.....   |                  | 470,913.01       |  |
| From mails.....   |                  | 673,493.05       |  |
| Other sources, passenger department.....  |                  | 221,783.05       |  |
| Total earnings passenger department.....  |                  | \$ 6,941,031.95  |  |
| Passenger earnings per train mile run (6,578,959 miles).....  | 1.06             |                  |  |
| Earnings, freight :   |                  |                  |  |
| From local.....   | \$ 16,697,948.10 |                  |  |
| From through.....   | 1,290,081.97     |                  |  |
| Total earnings freight department.....  |                  | \$ 17,988,030.07 |  |
| Freight earnings per train mile run (10,407,959 miles).....   | 1.73             |                  |  |
| Transportation earnings per train mile run, from all trains earning revenue (16,986,918 miles)..... | 1.47             |                  |  |
| Proportion of transportation earnings for Iowa.....   |                  | 5,953,237.28     |  |
| Total transportation earnings.....  |                  | 24,929,062.02    |  |
| Rents.....  |                  | 31,023.75        |  |
| Earnings from all other sources :   |                  |                  |  |
| Elevator earnings.....  | 203,904.64       |                  |  |
| Telegraph earnings.....   | 18,998.49        |                  |  |
| Stock yards.....  | 91,010.30        | 313,913.43       |  |
| Total earnings from all sources.....  |                  | \$ 25,273,990.20 |  |
| Gross earnings per mile of road operated (5,118 miles).....   | \$ 4,938.25      |                  |  |
| Proportion of earnings for Iowa, from all sources.....  | 5,962,338.58     |                  |  |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|   |               |
|---|---------------|
| Repairs of road-bed and track.....                            | \$ 939,814.47 |
| Renewal of rails (No. of tons laid, steel, 15,036,739).....   | 779,358.34    |
| Renewal of ties (No. laid, 813,141).....                      | 573,057.60    |
| Repairs of bridges, including culverts and cattle-guards..... | 304,469.36    |
| Repairs of fences, road-crossings and signs.....              | 92,617.29     |
| Repairs of buildings, stations and water-tanks.....           | 183,121.65    |
| Total.....  | 2,872,458.62  |

## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                     |                 |
|-------------------------------------|-----------------|
| Repairs of locomotives.....         | \$ 935,235.67   |
| Repairs of passenger cars.....      | 406,457.12      |
| Repairs of freight cars.....        | 863,721.37      |
| Repairs of tools and machinery..... | 81,485.54       |
| Total.....                          | \$ 2,286,900.10 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|  |                 |
|--|-----------------|
| Fuel for locomotives.....                    | \$ 1,974,097.29 |
| Oil and waste.....                           | 137,805.20      |
| Locomotive service.....                      | 1,541,608.15    |
| Passenger train service.....                 | 380,693.39      |
| Passenger train supplies.....                | 95,671.14       |
| Freight train service.....                   | 808,973.45      |
| Freight train supplies.....                  | 31,789.51       |
| Mileage of freight cars (debit balance)..... | 48,782.87       |
| Damage and loss of freight and baggage.....  | 26,400.96       |
| Damages to property and cattle.....          | 50,951.96       |
| Personal injuries.....                       | 144,386.18      |
| Agents and station service.....              | 2,304,598.02    |
| Station supplies.....                        | 130,460.65      |
| Total.....                                   | \$ 7,699,218.77 |

## CLASS 4.—GENERAL EXPENSES.

|  |                 |
|--|-----------------|
| Salaries of general officers and clerks.....                   | \$ 514,678.19   |
| Legal expenses.....  | 86,414.88       |
| Insurance.....   | 49,670.24       |
| Stationery and printing, outside agencies and advertising..... | 375,674.40      |
| Contingencies.....   | 333,131.61      |
| Taxes in Iowa.....   | \$ 167,262.29   |
| Taxes in other States.....                                     | 568,330.95      |
| Total taxes.....   | 735,593.24      |
| Total.....   | \$ 2,695,662.56 |

## RECAPITULATION OF EXPENSES.

|   |                  |
|---|------------------|
| Maintenance of way and buildings.....     | \$ 2,872,458.62  |
| Maintenance of motive power and cars..... | 2,286,900.10     |
| Conducting transportation.....            | 7,699,218.77     |
| General expenses, including taxes.....    | 2,095,062.56     |
| Total operating expenses and taxes.....   | \$ 14,953,640.05 |

|   |   |
|---|---|
| Operating expenses and taxes per mile of road operated (5,118 miles).....                           | \$ 2,921.77   |
| Operating expenses and taxes per train mile run, for trains earning revenue (16,986,918 miles)..... | .88   |
| Proportion of operating expenses and taxes for Iowa.....  | 3,677,858.22  |
| Expenses of running and management of passenger trains.....   | We have no records that will enable us to answer these questions. |
| Expenses of running and management of passenger trains, per train mile.....                         |   |
| Expenses of running and management of freight trains.....   |   |
| Expenses of running and management of freight trains, per train mile.....                           |   |
| Expenses of running and management of all trains earning revenue.....                               |   |
| Percentage of expenses to earnings.....   | 59.17   |



## GENERAL EXHIBIT.

|   |                  |
|---|------------------|
| Total earnings.....   | \$ 25,273,999.30 |
| Total expenses, including taxes.....                              | 14,953,640.66    |
| Net earnings.....   | \$ 10,320,358.15 |
| Rentals, specifying amount paid to each company.....              |                  |
| Income from other sources than earnings.....                      | 135,054.12       |
|   | \$ 10,455,412.26 |
| Interest accruing during the year.....                            | 6,655,257.31     |
| Interest paid during the year.....                                | 6,655,257.31     |
| Interest paid during the year on account of the road in Iowa..... | 1,913,604.98     |
| Interest on funded debt.....                                      | 6,655,257.31     |
| Interest paid on funded debt.....                                 | 6,655,257.31     |
| Interest on funded debt accrued prior to July 1, 1896.....        | 3,071,572.81     |
| Dividends declared (7 per cent), preferred stock.....             | 1,508,388.00     |
| Dividends declared (5 per cent), common stock.....                | 1,545,313.66     |
| Interest falling due during the year and not paid.....            | 12,780,431.17    |
| Balance for the year.....   | 2,325,017.89     |
| Balance at commencement of the year.....                          | 5,901,317.60     |
| Balance at the close of the year, June 30, 1897.....              | \$ 3,576,299.71  |

## GENERAL RECAPITULATION.

|   |                  |
|---|------------------|
| Total earnings.....   | \$ 25,273,999.30 |
| Total operating expenses and taxes.....                       | 14,953,640.66    |
| Net earnings above operating expenses and taxes.....          | 10,320,358.15    |
| Net earnings above operating expenses, taxes and rental.....  | 3,065,161.84     |
| Gross earnings per train mile run (16,986,918 miles).....     | \$ 1.48          |
| Net earnings per train mile run (16,986,918 miles).....       | 0.61             |
| Percentage of net earnings to stock and debt.....             | 6.13             |
| Percentage of net earnings to cost of road and equipment..... | 6.05             |

## TAXES.

## AMOUNT PAID FOR YEAR ENDING JUNE 30, 1897.

|                      |               |
|----------------------|---------------|
| In Iowa.....         | \$ 167,262.29 |
| In other States..... | 668,336.95    |

## SURPLUS.

|  |                 |
|--|-----------------|
| Surplus at the commencement of the year..... | \$ 5,901,317.60 |
| Surplus at the close of the year.....        | 3,576,299.71    |
| Amount absorbed in construction.....         | 3,576,299.71    |

## GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS, JUNE 30, 1897.

## DEBIT.

|  |                   |
|--|-------------------|
| Cost of road, equipment, etc.....                | 170,682,911.69    |
| Coal lands.....                                  | 551,431.40        |
| Bonds, stock, etc. of other companies.....       | 922,554.95        |
| Due from sundry companies, individuals, etc..... | 357,314.02        |
| Material and supplies.....                       | 2,878,498.84      |
| Bills receivable.....                            | 15,760.94         |
| Cash.....  | 2,446,512.56      |
|  | \$ 177,854,984.40 |

## DEBIT.

|                                |                   |
|--------------------------------|-------------------|
| Capital stock (preferred)..... | \$ 21,596,900.00  |
| Capital stock (common).....    | 30,911,661.00     |
| Bonds outstanding.....         | 115,833,000.00    |
| Vouchers and pay rolls.....    | 2,514,563.02      |
| Dividends unpaid.....          | 61,469.27         |
| Interest unpaid.....           | 3,361,691.40      |
| Income account.....            | 3,576,299.71      |
|                                | \$ 177,854,984.40 |

## DESCRIPTION OF ROAD.

|  |          |
|--|----------|
| Length main line of road.....              | 5,311.16 |
| Length main line of road in Iowa.....      | 1,527.13 |
| Length main line of road in Illinois.....  | 309.92   |
| Length main line of road in Wisconsin..... | 1,229.88 |
| Length main line of road in Minnesota..... | 1,117.00 |
| Length main line of road in Dakota.....    | 1,115.26 |
| Length main line in Missouri.....          | 11.96    |
| Length of double track on main line.....   | 29.87    |
| Same in Iowa.....                          | 1.70     |



## MILES OF ROAD.

| ROADS.  | Wisconsin. | Illinois. | Iowa.  | Minnesota. | Dakota. | Missouri. | Total. |
|---|------------|-----------|--------|------------|---------|-----------|--------|
| From Milwaukee to Western Ave., Chicago                   | 37.59      | 44.67     |        |            |         |           | 82.26  |
| P. C. & St. Louis Junc. to Mil. Ave., Chicago             |            | .40       |        |            |         |           | .40    |
| Rondout to Libertyville                                   | 3.00       |           |        |            |         |           | 3.00   |
| Racine to Kiltredge                                       | 68.97      | 50.63     |        |            |         |           | 119.60 |
| Savanna to Port Byron Junction                            |            | 47.90     |        |            |         |           | 47.90  |
| Eagle to Elkhorn  | 16.59      |           |        |            |         |           | 16.59  |
| Watertown to Hampton Mines                                |            | 4.25      |        |            |         |           | 4.25   |
| Rockton to Rockford                                       |            | 15.15     |        |            |         |           | 15.15  |
| Elk River Junction to Clinton                             |            |           | 10.05  |            |         |           | 10.05  |
| Davenport to Jackson Junction                             |            |           | 150.96 |            |         |           | 150.96 |
| Eldridge to Maquoketa                                     |            |           | 32.30  |            |         |           | 32.30  |
| Paralta to Farley   |            |           | 43.63  |            |         |           | 43.63  |
| North Chicago to Council Bluffs Tr.                       | 140.23     | 349.18    |        |            |         |           | 489.41 |
| Galwood to Dunning  |            | 2.68      |        |            |         |           | 2.68   |
| Marion to Ottumwa   |            |           | 96.28  |            |         |           | 96.28  |
| Ottumwa to South west                                     |            |           | 20.41  |            |         | 11.96     | 32.37  |
| Florida St., Mil. to Eighth St., Mil.                     | 1.15       |           |        |            |         |           | 1.15   |
| Milwaukee to Prairie du Chien                             | 194.40     |           |        |            |         |           | 194.40 |
| Pra. du Ch. to Pr. du Ch. Br'dg Sw.                       | .50        |           |        |            |         |           | .50    |
| Stock Y'ds Mil. to West Mil. Junc.                        | .80        |           |        |            |         |           | .80    |
| Mazomaie to Prairie du Sac                                | 10.34      |           |        |            |         |           | 10.34  |
| Lone Rock to Richland Center                              | 16.00      |           |        |            |         |           | 16.00  |
| Milton to Shullsburg                                      | 76.70      |           |        |            |         |           | 76.70  |
| Janesville to Beloit                                      | 13.86      |           |        |            |         |           | 13.86  |
| Broadhead to Albany                                       | 7.15       |           |        |            |         |           | 7.15   |
| Warren to Mineral Point                                   | 31.74      | 1.01      |        |            |         |           | 32.75  |
| Calamine to Piatteville                                   | 18.00      |           |        |            |         |           | 18.00  |
| South Milwaukee to La Crosse                              | 196.33     |           |        |            |         |           | 196.33 |
| Watertown Junction to Madison                             | 36.48      |           |        |            |         |           | 36.48  |
| Madison to Portage  | 39.00      |           |        |            |         |           | 39.00  |
| New Lisbon to Necadah                                     | 12.86      |           |        |            |         |           | 12.86  |
| Niroqua Junction to Viroqua                               | 32.20      |           |        |            |         |           | 32.20  |
| North La Crosse to Onalaska                               | 3.76       |           |        |            |         |           | 3.76   |
| La Crosse levee to track                                  | .75        |           |        |            |         |           | .75    |
| Tomah to Merrill  | 108.58     |           |        |            |         |           | 108.58 |
| North Milwaukee to Portage                                | 95.08      |           |        |            |         |           | 95.08  |
| Beaver Dam Junction to Beaver Dam                         | 2.09       |           |        |            |         |           | 2.09   |
| Fox Lake Junction to Fox Lake                             | 2.70       |           |        |            |         |           | 2.70   |
| Horicon to Berlin   | 42.30      |           |        |            |         |           | 42.30  |
| Rush Lake to Winnecon                                     | 14.80      |           |        |            |         |           | 14.80  |
| Ripon Junction to Oshkosh                                 | 20.00      |           |        |            |         |           | 20.00  |
| Brandon to Markesan                                       | 11.46      |           |        |            |         |           | 11.46  |
| Iron Bridge Junction to Fon du Lac                        | 27.67      |           |        |            |         |           | 27.67  |
| West Milwaukee to Schwabitzburg                           | 6.25       |           |        |            |         |           | 6.25   |
| Cement Line Junction to Rock                              | 1.00       |           |        |            |         |           | 1.00   |
| Sabula Junction to River Junction                         |            | 136.62    | 24.93  |            |         |           | 161.55 |
| Turkey River Junc. to West Union                          |            |           | 58.17  |            |         |           | 58.17  |
| Waukon Junction to Waukon                                 |            | 22.81     |        |            |         |           | 22.81  |
| Bellevue to Cascade                                       |            | 35.63     |        |            |         |           | 35.63  |
| Caledonia Junction to Preston                             |            |           | 57.52  |            |         |           | 57.52  |
| Bridge switch to St. Paul                                 |            |           | 128.51 |            |         |           | 128.51 |
| Chestnut St. St. Paul to Short Line Junction, Minneapolis |            |           |        | 8.30       |         |           | 8.30   |
| St. Croix Junction to Stillwater                          |            |           |        | 24.90      |         |           | 24.90  |
| Wabasha to Zumbrota                                       |            |           |        | 60.09      |         |           | 60.09  |
| Wabasha to Central Junction                               | 59.55      |           |        | 1.76       |         |           | 61.31  |
| Central Junction to Chippewa Falls                        | 1.22       |           |        |            |         |           | 1.22   |
| Red Cedar Junction to Cedar Falls                         | 20.67      |           |        |            |         |           | 20.67  |
| McGregor to Chamberlain                                   |            | 292.71    |        | 149.92     |         |           | 442.63 |
| Reulah Junction to Elkader                                |            | 19.10     |        |            |         |           | 19.10  |
| Emmetsburg to Estherville                                 |            | 22.50     |        |            |         |           | 22.50  |
| Spencer to Spirit Lake                                    |            | 20.02     |        |            |         |           | 20.02  |
| Marion Junction to Running Water                          |            |           |        | 62.34      |         |           | 62.34  |
| Calmar to Minneapolis                                     |            | 41.38     | 130.64 |            |         |           | 172.02 |
| Conover to Decorah  |            | 9.04      |        |            |         |           | 9.04   |
| Northfield to Cannon Junction                             |            |           | 31.94  |            |         |           | 31.94  |
| Mason City to Austin                                      |            | 27.95     | 11.34  |            |         |           | 39.29  |
| St. Paul Junction to St. Paul                             |            |           | 5.56   |            |         |           | 5.56   |
| Manilla to Sioux City                                     |            |           | 90.10  |            |         |           | 90.10  |
| Sioux City to Scotland                                    |            |           | 5.69   |            |         |           | 5.69   |
| Elk Point to Sioux Falls                                  |            |           | 33.71  |            | 82.58   |           | 116.29 |

## MILES OF ROAD—CONTINUED.

| ROADS.   | Wisconsin. | Illinois. | Iowa.    | Minnesota. | Dakota.  | Missouri. | Total.   |
|--|------------|-----------|----------|------------|----------|-----------|----------|
| From Rock Valley to Eden                               |            |           | 8.99     |            |          |           | 8.99     |
| Sioux Falls to Sioux Falls Junction                    |            |           |          | 32.65      |          |           | 32.65    |
| Scotland to Mitchell                                   |            |           |          | 47.67      |          |           | 47.67    |
| Tripp to Armour  |            |           |          | 30.15      |          |           | 30.15    |
| North La Crosse to Woonsocket Jc.                      | 1.39       |           |          | 299.45     | 97.26    |           | 298.04   |
| Wells to Mankato                                       |            |           |          | 40.00      |          |           | 40.00    |
| Madison to Lake Preston                                |            |           |          |            | 30.12    |           | 30.12    |
| Hastings to Ortonville                                 |            |           |          | 202.10     |          |           | 202.10   |
| Short Line Junction                                    |            |           |          |            |          |           |          |
| Minneapolis to Benton Junction                         |            |           |          | 28.88      |          |           | 28.88    |
| Glencoe to Hutchinson                                  |            |           |          | 13.27      |          |           | 13.27    |
| Ortonville Junction to Aberdeen                        |            |           |          | 1.45       | 107.46   |           | 108.94   |
| Millbank Junction to end of track, northwest of Wilmet |            |           |          |            | 33.00    |           | 33.00    |
| Andover to Harlem                                      |            |           |          |            | 55.56    |           | 55.56    |
| Mitchell to Edgeley                                    |            |           |          |            | 191.97   |           | 191.97   |
| Aberdeen to Bowdle                                     |            |           |          |            | 56.61    |           | 56.61    |
| Rosson to Orient                                       |            |           |          |            | 40.75    |           | 40.75    |
| Ortonville to Fargo                                    |            |           |          | 45.29      | 79.68    |           | 116.97   |
| Total, June 30, 1887                                   | 1,279.88   | 309.92    | 1,327.13 | 1,117.00   | 1,115.26 | 11.66     | 5,311.15 |

Total length of road belonging to this company ..... 5,311.15

Total length of road belonging to this company in Iowa ..... 1,537.13

Aggregate length of sidings and other tracks not above enumerated ..... 910.87

Same in Iowa ..... 234.03

Total length of steel rails in tracks in Iowa, exclusive of sidings ..... 1,048.84

Total length of iron rails in tracks in Iowa ..... 478.29

Weights per yard, steel, 56 to 67 pounds.

Weights per yard, iron 35 to 60 pounds.

Gauge of track, standard, 4 feet, 8½ inches.

Gauge of track, narrow, 3 feet.

# ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

Name, description and length of each:

\*Oshkosh & Mississippi River Railway Company, Wisconsin, Ripon to

Oshkosh, miles ..... 20

Total length of above roads, miles ..... 20

Total length of above roads in other States (specifying each):

Wisconsin, miles ..... 20

## MILES OF ROAD IN IOWA.

As per report June 30, 1886 ..... 1,411.83

Line from Ottumwa southwest ..... 20.41

Line from Stulta to Elkader, opened September 15, 1885 ..... 4.71

Line from Sioux City to Manilla, opened June 5, 1887 ..... 90.10

Line from McGregor to Chamberlain, account, correction ..... .63

As per report June 30, 1887 ..... 1,527.13

Total miles of road operated by this company ..... 5,311.15

Total miles of road operated by this company in Iowa not reported by any other company ..... 1,527.13

\*This road is operated under lease, but the bonds are owned substantially by the Chicago Milwaukee & St. Paul Railway Company.



## STATIONS.

|  |     |
|--|-----|
| Number of stations, including flag stations, on all roads owned by this company..... | 968 |
| Same in Iowa.....  | 272 |
| Number of stations on all roads operated by this company.....                        | 972 |
| Same in Iowa.....  | 272 |
| Number of telegraph offices in stations in Iowa.....                                 | 224 |

## EMPLOYES.

|   |                  |
|---|------------------|
| Average number of persons regularly employed on all roads operated by this company .....                                  | 20,103           |
| Same in Iowa.....   | 4,504            |
| Amount paid employees, including officials, on all roads operated by this company, for the year ending June 30, 1887..... | \$ 11,842,734.72 |
| Same in Iowa.....   | 2,503,496.97     |

## BRIDGES IN IOWA.

|   | Number. | Aggregate length, feet. |
|---|---------|-------------------------|
| Wooden truss bridges over 100 feet in length.....       | 88      | 10,901                  |
| Combination truss bridges over 100 feet in length ..... | 17      | 2,331                   |
| Iron truss bridges over 100 feet in length .....        | 11      | 1,897                   |
| Wooden trestle and pile.....                            | 2,535   | 231,033                 |

## ARCH CULVERTS AND VIADUCTS IN IOWA.

|                                   |       |     |
|-----------------------------------|-------|-----|
| With 20 feet opening or more..... | NONE. |     |
| Less than 20 feet opening.....    | 8     | 341 |

## BOX CULVERTS IN IOWA.

|              |       |        |
|--------------|-------|--------|
| Timber ..... | 1,576 | 62,400 |
| Stone.....   | 197   | 5,840  |

## CATTLE-GUARDS.

|                        |       |
|------------------------|-------|
| Number of in Iowa..... | 1,935 |
|------------------------|-------|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|   |           |
|---|-----------|
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.)..... | 1,800,000 |
| Amount of trestle work replaced with earth during the year (lineal feet).....         | NONE.     |
| Timber culverts replaced with stone.....  | NONE.     |
| Timber culverts replaced with iron pipe.....  | 108       |
| Timber culverts replaced with timber.....   | 20        |

## BRIDGES BUILT WITHIN THE YEAR IN IOWA.

| LOCATION.                              | Kind.             | Material. | When built. | Length in feet. |
|--|-------------------|-----------|-------------|-----------------|
| On Iowa & Minnesota Division .....     | Pile and trestle. | Wood....  | 1886..      | 44              |
| On Sioux City & Dakota Division .....  | Pile and trestle. | Wood....  | 1886..      | 192             |
| On Racine & Southwestern Division..... | Pile and trestle. | Wood....  | 1886..      |                 |
| On Iowa & Dakota Division .....        | Howe truss .....  | Wood....  | 1887..      |                 |
| On Iowa & Minnesota Division.....      | Pile and trestle. | Wood....  | 1887..      | 1,415           |
| On Dubuque Division.....               | Howe truss .....  | Wood....  | 1887..      | 334             |
| On Sioux City & Manilla Line.....      | Howe truss .....  | Wood....  | 1887..      | 322             |
| On Sioux City & Manilla Line.....      | Pile and trestle. | Wood....  | 1887..      | 1,932           |
| On Ottumwa & Buda Line.....            | Howe truss .....  | Wood....  | 1887..      | 786             |
| On Ottumwa & Buda Line.....            | Howe truss .....  | Wood....  | 1887..      | 558             |
| On Ottumwa & Buda Line.....            | Pile and trestle. | Wood....  | 1887..      | 10,851          |
| On Ottumwa & Buda Line.....            | Truss.....        | Iron....  | 1887..      | 578             |
| Chicago & Council Bluffs Line.....     | Pile and trestle. | Wood....  | 1887..      | 1,100           |
| Total .....                            |                   |           |             | 32,797          |

Give the average number of years the trestle and pile bridges last on your road in Iowa. Seven to eight years.

Give the average number of years that wooden truss bridges last on your road in Iowa. Seven to ten years, when trusses are not roofed in, and from twelve to sixteen years when roofed.

## ROAD-BED AND TRACK.

|   |          |
|---|----------|
| Number of track sections in Iowa .....  | 255      |
| Average length of sections.....   | 6        |
| Average number of men in each section gang .....  | 5        |
| Number of new ties laid in track during the year in Iowa.....                                     | 813,141  |
| Average number of new ties per mile of road in Iowa .....   | 432      |
| New rails laid in track during the year in Iowa—steel (15,036,739 tons), miles .....              | 15549    |
| Total track laid with new rails during the year in Iowa, miles.....                               | 17960    |
| What is the average number of years that iron rails last in your track on main line in Iowa.....  | 4 to 6   |
| What is the average number of years that iron rails last in your track on branches in Iowa.....   | 7 to 10  |
| What is the average number of years that steel rails last in your track on main line in Iowa..... | 8 to 10  |
| What is the average number of years that steel rails last in your track on branches in Iowa.....  | 12 to 16 |
| What is the average number of years that ties last in your track in Iowa....                      | 6 to 8   |



## CROSSINGS IN IOWA.

What railroad crosses your road at grade, and at what locality:

Chicago & Northwestern at Clinton, Lyons, Delmar Junction, De Witt, Wheatland, Tama City, Sheldahl, Anamosa, Council Bluffs, Cedar Rapids, Calliope, near Bell.  
Burlington, Cedar Rapids & Northern at Nora Junction, Plymouth Junction, Garner, Noel's, Webster, Donnan, Dixon, Cedar Rapids, Ossian, Emmetsburg(2).  
Illinois Central at Dubuque, Charles City, Sioux City.  
Central Iowa at Mason City, Hedrick, State Center Junction.  
Minneapolis & St. Louis at Britt.  
Chicago, Burlington & Quincy at Ottumwa, Council Bluffs.  
Des Moines & Fort Dodge at Ruthven, Perry.  
Chicago, St. Paul, Minneapolis & Omaha at Sheldon.  
Wabash Western at Council Bluffs, Ottumwa, Herndon.  
Chicago, Rock Island & Pacific at Council Bluffs, Ottumwa, Neola.  
Kansas City, St. Joseph & Council Bluffs at Council Bluffs.  
Mason City & Fort Dodge, at Mason City.  
Minnesota & Northwestern at Dubuque, near Greeley.  
Cedar Rapids & Marion between Cedar Rapids & Marion.

What railroad crosses your road, either over or under, and at what locality?

Chicago & Northwestern Railroad, at Algona, Center Junction, Manning, and Mapleton.  
Illinois Central Railroad, at Delaware.  
Central Iowa Railroad, at Pickering.  
Burlington, Cedar Rapids & Northern Railroad, near Louisa.  
St. Louis, Des Moines & Northern Railroad, at Madrid.  
Chicago, St. Paul & Kansas City Railroad, at Melbourne.  
Burlington & Northwestern Railroad, at Hedrick.  
Chicago, Rock Island & Pacific Railroad, at Sigourney, South Amana, and Davenport.

|   |       |
|---|-------|
| Number of highway crossings at grade .....                    | 1,529 |
| Number of highway crossings at which there are flagmen .....  | 16    |
| Number of highway crossings over railroad .....               | 33    |
| Number of highway crossings, under railroad .....             | 26    |
| Number of highway bridges 20 feet above track .....           | 81    |
| Number of highway bridges less than 20 feet above track ..... |       |

## FENCING IN IOWA.

|   |               |
|---|---------------|
| How many miles of fencing have you on your road in Iowa .....                       | 2,136.02      |
| What is the average cost per rod, cents .....                                       | 70            |
| What is the total cost of same .....  | \$ 477,124.48 |
| How many miles of new fencing have you built during the year .....                  | 817.58        |
| Give the number of miles needed on both sides of your track in each county in Iowa: |               |
| In Clayton county .....   | 17.95         |
| In Winneshiek county .....  | 23.96         |
| In Floyd county .....   | 13.57         |
| In Chickasaw county .....   | 13.22         |
| In Cerro Gordo county .....   | 30.16         |
| In Worth county .....   | 10.00         |
| In Dickinson county .....   | 23.08         |
| In O'Brien county .....   | 22.08         |
| In Sioux county .....   | 94.49         |
| In Lyon county .....  | 22.57         |
| In Hancock county .....   | 43.34         |
| In Clay county .....  | 49.20         |
| In Palo Alto county .....   | 73.13         |
| In Kosuth county .....  | 17.66         |
| In Scott county .....   |               |
| In Woodbury county .....  | 8.44          |
| In Plymouth county .....  | 27.51         |
| In Fayette county .....   | 1.00          |
| In Dubuque county .....   | 3.38          |
| In Jackson county .....   |               |
| In Allamakee county .....   | 10.25         |
| In Emmet county .....   | 23.50         |
| Total miles .....   | 528.49        |

## ROLLING STOCK.

|   |        |
|---|--------|
| Number of passenger cars .....  | 327    |
| Number of baggage, mail and express cars .....                            | 227    |
| Number of parlor and sleeping cars .....                                  | 62     |
| Number of dining cars .....   | 10     |
| Number of box freight cars .....  | 14,257 |
| Number of stock cars .....  | 2,365  |
| Number of platform and coal cars .....                                    | 4,613  |
| Number of other cars .....  | 469    |
| Total number of cars .....  | 22,270 |
| Number of locomotives .....   | 731    |
| Maximum weight of locomotives and tenders, without fuel or water, tons .. | 63     |
| Average weight of locomotives and tenders, without fuel or water, tons .. | 39     |
| Number of locomotives equipped with train brake .....                     | 246    |
| Number of locomotives equipped with driver brake .....                    | 386    |
| Maximum weight of passenger cars, tons .....                              | 38     |
| Average weight of passenger cars, tons .....                              | 27     |
| Number of cars in passenger equipment equipped with train brake .....     | All.   |
| Number of freight cars equipped with air brake .....                      | 150    |
| Number of passenger cars equipped with Miller platform and buffer .....   | All.   |
| Number of freight cars equipped with automatic coupler .....              | None.  |



The amount of tonnage that can be carried over your road in Iowa exclusive of cars, by an engine of given weight :

|  |
|--|
| Chicago & Council Bluffs Division, weight of engine 42 tons, 216 tons.       |
| Racine & Southwestern Division, weight of engine 32 tons, 180 tons.          |
| Dubuque Division, weight of engine 30 tons, 336 tons.                        |
| Dubuque Division (narrow-gauge branches), weight of engine 16 tons, 70 tons. |
| Iowa & Dakota Division, weight of engine 31 tons, 192 tons.                  |
| Sioux City & Dakota Division, weight of engine 29 tons, 240 tons.            |
| Ottumwa Division, weight of engine 31 tons, 180 tons.                        |
| Iowa & Minnesota Division, weight of engine 42 tons, 180 tons.               |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|   |            |
|---|------------|
| Miles run by passenger trains during the year ..... | 6,678,660  |
| Miles run by freight trains during the year .....   | 10,467,560 |
| Miles run by switching trains during the year ..... | 4,260,525  |
| Miles run by other trains during the year .....     | 1,251,821  |
| Total train mileage .....                           | 22,447,564 |

## CARS AND WEIGHT OF TRAINS.

|   |     |
|---|-----|
| Average number of cars in passenger trains .....                        | 4   |
| Average weight of passenger trains, exclusive of passengers, tons ..... | 108 |
| Average number of cars in freight trains .....                          | 16  |
| Average weight of freight trains, exclusive of freight, tons .....      | 176 |

## PASSENGER TRAFFIC.

|   |             |
|---|-------------|
| Number of through passengers carried .....                    | 187,667     |
| Number of local passenger carried .....                       | 5,496,382   |
| Total number of passengers carried .....                      | 5,683,949   |
| Total passenger mileage, or passengers carried one mile ..... | 222,067,541 |
| Average distance traveled by each passenger, miles .....      | 39          |
| Average amount received from each passenger, cents .....      | 96          |
| Highest rate of fare per mile for any distance, cents .....   | 3           |
| Lowest rate of fare per mile for any distance, cents .....    | 1.125       |
| Average rate of fare per mile for all passengers, cents ..... | 2.61        |

## FREIGHT TRAFFIC.

|  |               |
|--|---------------|
| Number of tons of through freight carried .....                | 660,885       |
| Number of tons of local freight carried .....                  | 6,683,365     |
| Total tons of freight carried .....                            | 7,344,190     |
| Total mileage of through freight (tons carried one mile) ..... | 158,288,600   |
| Total mileage of local freight (tons carried one mile) .....   | 1,427,185,588 |
| Total freight mileage, or tons carried one mile .....          | 1,585,373,568 |

|   |      |
|---|------|
| Average rate per ton per mile received for through freight, cents .....   | 0.81 |
| Average rate per ton per mile received for local freight, cents .....   | 1.17 |
| Average rate per ton per mile received for all freight, cents .....   | 1.14 |
| Average cost per ton per mile to move freight .....   |      |
| Percentage of freight originating at, and carried to stations in Iowa, as compared with total freight carried in Iowa. (This should not include fuel or any material for the use of the road) ..... |      |
| We have no records which would enable us to answer the last two questions.  |      |

## CAR MILEAGE.

|   |             |
|---|-------------|
| Number of miles run by loaded freight cars east and south ..... | 79,659,038  |
| Number of miles run by loaded freight cars west and north ..... | 88,848,230  |
| Number of miles run by empty freight cars east and south .....  | 35,285,922  |
| Number of miles run by empty freight cars west and north .....  | 25,537,819  |
| Total freight car mileage .....                                 | 229,231,609 |

|  |    |
|--|----|
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south ..... | 31 |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north ..... | 22 |

## SPEED OF TRAINS IN IOWA.

|  |    |
|--|----|
| Rate of speed of passenger trains, including stops ..... | 21 |
| Rate of speed of freight trains, including stops .....   | 12 |

## TONNAGE OF ARTICLES TRANSPORTED.

|  | TONS.     | PER CENT. |
|--|-----------|-----------|
| Grain .....  | 1,577,677 | 21.48     |
| Flour .....  | 577,845   | 7.87      |
| Provisions (beef, pork, lard, etc.) .....                  | 88,851    | 1.21      |
| Animals .....  | 343,014   | 4.67      |
| Other agricultural products .....                          | 279,731   | 3.81      |
| Lumber and forest products .....                           | 1,316,375 | 18.33     |
| Coal .....   | 773,778   | 10.54     |
| Plaster, lime and cement .....                             | 102,786   | 1.40      |
| Salt .....   | 59,077    | .80       |
| Iron, steel and castings .....                             | 231,248   | 3.15      |
| Stone and brick .....                                      | 255,073   | 3.47      |
| Manufactures .....   | 151,858   | 2.07      |
| Merchandise, and other articles not enumerated above ..... | 1,556,837 | 21.20     |
| Total tons carried .....                                   | 7,344,190 | 100.      |

## TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT SABULA, IOWA, FOR THE YEAR ENDING JUNE 30, 1887.

|                                 |           |
|---------------------------------|-----------|
| East bound number of tons ..... | 585,508   |
| West bound number of tons ..... | 736,527   |
| Total tons .....                | 1,322,035 |



TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT MCGREGOR, IOWA, FOR  
THE YEAR ENDING JUNE 30, 1887.

|                                 |         |
|---------------------------------|---------|
| East bound number of tons ..... | 305,480 |
| West bound number of tons ..... | 273,380 |
| Total tons .....                | 578,860 |

TONNAGE OF ARTICLES FORWARDED WITHIN THE STATE OF IOWA.

|  | TONS.     | PER<br>CENT. |
|--|-----------|--------------|
| Grain .....  | 309,818   | 27.40        |
| Flour .....  | 22,877    | 3.98         |
| Provisions (beef, pork, lard, etc.) .....                  | 38,331    | 3.43         |
| Animals .....  | 123,524   | 10.91        |
| Other agricultural products .....                          | 66,916    | 7.79         |
| Lumber and forest products .....                           | 115,623   | 10.25        |
| Coal .....   | 65,697    | 5.82         |
| Plaster, lime and cement .....                             | 7,309     | .62          |
| Salt .....   | 519       | .04          |
| Iron, steel and castings .....                             | 10,118    | .90          |
| Stone and brick .....                                      | 66,829    | 5.82         |
| Manufactures .....   | 13,668    | 1.31         |
| Merchandise, and other articles not enumerated above ..... | 266,893   | 23.62        |
| Total tons carried .....                                   | 1,128,643 | 100.         |

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? The American Express Company and United States Express Company, doing a general express business. Freights taken from express companies at depots.

SLEEPING-CARS.

Do sleeping, parlor or dining-cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Sleeping cars are run by the Pullman Palace Car Company, which makes its own regular charges for accommodations therein. Dining cars are run by the Chicago, Milwaukee & St. Paul Railway Company; rates 75 cents per meal. Parlor cars are run by the Chicago, Milwaukee & St. Paul Railway Company; rates are from 25 cents to 50 cents, according to distance traveled.

UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? The rate of pay for transporting the United States mails is not permanently fixed. The mails are weighed for periods fixed by the Post-Office Department and upon the results of the weighing the rate of compensation is based.

What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$2,481.50.

TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? 481.30.

What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? Western Union Telegraph Company, 1,017.74.

LANDS—CONGRESSIONAL GRANT.

|  |                 |
|--|-----------------|
| State number of acres of land your company has already received from the Congressional grants .....            | 372,597.37      |
| State the number of acres yet to issue to your company from Congressional grants (about) .....                 | 3,000.00        |
| State the average price at which these lands have been sold or contracted by the company (about) .....         | \$ 4.90         |
| State the number of acres sold .....   | \$ 1,791,867.43 |
| State the amount received from sales .....   | \$ 84,661.87    |
| State the amount unpaid on outstanding contracts .....   | 1,918,736.72    |
| State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1887 .....    | 132,310.25      |
| State the amount expended in sale and management of lands .....  | 29,461.88       |
| State the amount of taxes paid on lands .....  |                 |
| State the amount realized from the sale of lands above the expenses incurred in the management and taxes ..... | 1,584,674.87    |
| Including amounts due on contracts and after deducting \$202,274.72 for breaking credits allowed.              |                 |



## REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1887.

## KILLED AND INJURED.

| DATE.       | NAME AND OCCUPATION.               | PLACE.            | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.                       |
|-------------|------------------------------------|-------------------|--|
| 1886.       |                                    |                   |  |
| July 2      | Chris Dickman, section foreman.    | Big Rock.         | Thrown off hand car; two ribs broken and back injured.           |
| July 3      | T. W. Brown, passenger.            | Chickasaw.        | Jumping off train; teeth loosened and otherwise bruised.         |
| July 3      | Perryman, truckman.                | Toledo Rapids.    | Fell while trucking freight; three ribs broken.                  |
| July 8      | M. Helgen, warehouseman.           | Clinton.          | Caught between depot and car; three ribs broken; bruised.        |
| July 9      | Jay Gile, brakeman.                | Defiance.         | Knocked off car by stock chute; head bruised and cut.            |
| July 17     | J. R. Swarthout, brakeman.         | Jackson Junction. | Setting brakes chain broke; fell off; ruptured.                  |
| July 20     | Thos McDonald.                     | Olumwa.           | supposed run over by train; killed.                              |
| July 22     | Henry Bodeu, brakeman.             | Harper's Ferry.   | Walked off train; killed.  |
| July 23     | James Rieger.                      | Lansing.          | Attempting to board moving train; hands crushed.                 |
| August 13   | Brooks Durham.                     | Cedar Rapids.     | Supposed to have been run over; killed.                          |
| August 14   | Herman Cordus, laborer.            | Sioux City.       | Sitting under car and run over; leg cut off.                     |
| August 16   | C. G. Vollmer, carpenter.          | Sioux City.       | Hewing timber with adze; knee cut.                               |
| August 16   | M. Baker, laborer.                 | Perisa.           | Unloading ties; three fingers jammed.                            |
| Sept. 8     | James O'Brien, engineer.           | Connell Bluffs.   | Fell off engine; wrist fractured.                                |
| Sept. 9     | J. M. Beiler, conductor.           | Ashton.           | Stone thrown by unknown person; cords and muscles of leg torn.   |
| Sept. 17    | Mash Guo Po Web, Indian.           | Tama.             | Lying on track drunk; killed.                                    |
| Sept. 21    | S. G. Cleveland, conductor.        | Rock Valley.      | Coupling cars; finger cut off.                                   |
| Sept. 21    | Frank McCoy, boiler-maker helper.  | Dubuque.          | Finger cut in roll machine; index finger crushed.                |
| Sept. 24    | N. Harvey, conductor.              | Algona.           | Stepped on piece of coal; leg fractured.                         |
| Sept. 24    | Wm. Beck, passenger.               | Ruthven.          | Collision; head and side injured.                                |
| Sept. 27    | John Robinson, laborer.            | Dubuque.          | Axel rolled on foot; toe crushed.                                |
| Sept. 28    | H. Peterson, plim.                 | Mason City.       | Fell off side of car; knee bruised.                              |
| Sept. 29    | Wm. Tutthill, brakeman.            | Mason City.       | Coupling cars; bruised through chest.                            |
| October 6   | H. M. Krobelen, brakeman.          | Van Horn.         | Stumbled while coupling; killed.                                 |
| October 8   | Fred Cheney, boy 6 years.          | Tama.             | Attempting to board freight train; killed.                       |
| October 15  | Miles Orwig, brakeman.             | Elk River.        | Coupling cars; fingers of left hand crushed.                     |
| October 15  | Wm. J. Wilson, passenger.          | New Hampton.      | Fell against trunk in box car; ribs injured.                     |
| October 16  | Hugh Kilby, brakeman.              | Elk River.        | Setting brake; brake flew off; hip sprained.                     |
| October 21  | Mrs. L. Gales.                     | Fort Atkinson.    | Horse frightened at train and ran away; ankle fractured.         |
| October 22  | Jesse Fitch, brakeman.             | McGregor.         | Coupling cars; two bones of hand broken.                         |
| October 23  | Daniel Burns, wiper.               | Oxford Junction.  | Fell into pit in round house; leg broken.                        |
| November 3  | George Grace, brakeman.            | Underwood.        | Struck by overhead bridge; wound in back of head.                |
| November 6  | Miles Scott, brakeman.             | Garretts.         | Coupling cars; collar bone broken.                               |
| November 10 | J. F. Wright, brakeman.            | De Witt.          | Slipped off top of train; back and legs bruised.                 |
| November 10 | Lafayette Ashton, section foreman. | Sheldon.          | Boarding pilot of engine; two toes cut off.                      |
| November 13 | John J. Smith.                     | Loutin.           | Found down on track; run over; killed.                           |
| November 14 | M. A. Wolcott, brakeman.           | Shubula Junction. | Standing on draft tross; little toe crushed.                     |
| November 15 | Fred Buse, brakeman.               | Gordon's Ferry.   | Jumped off railing of bridge; wrist sprained; bruised generally. |
| November 20 | J. F. Hickson, brakeman.           | Marion.           | Coupling cars; killed.   |
| November 27 | Frank Heils, brakeman.             | McGregor.         | Fell between cars; both legs bruised.                            |
| December 6  | A. B. Walton, passenger.           | McGregor.         | Fell down embankment; collar bone broken.                        |
| December 6  | Joseph Kotelenich, section man.    | Oxford Junction.  | Falling spike; head broke off; eye injured.                      |
| December 9  | F. Dengler, brakeman.              | Templeton.        | Coupling engine to train; end of finger cut off.                 |
| December 13 | Albie Hinder, passenger.           | Callopie.         | Coupling train; broken rail; wrist bruised.                      |
| December 13 | B. Oliver, passenger.              | Callopie.         | Coach jumped track; broken rail; back hurt.                      |
| 1887.       |                                    |                   |  |
| January 1   | Henry Smith, laborer.              | Elwood.           | Walking too near track and struck; arm broken.                   |
| January 4   | E. Laurinier.                      | Sioux City.       | Jumped off train; two toes cut off; nose broken.                 |
| January 8   | C. G. Cook, yard master.           | Cedar Rapids.     | Cylinder head blew out; bruised and scalded.                     |
| January 17  | Charles Loap, engineer.            | Spencer.          | Engine tipped over; bruised generally.                           |
| January 20  | John Schmitt, brakeman.            | Monticello.       | Climbing over draft tross; leg lacerated.                        |
| January 26  | John Cunningham, brakeman.         | Spencer.          | Fell between cars; killed.                                       |
| January 27  | Frank Roe, brakeman.               | Spencer.          | Coupling cars; right hand squeezed.                              |
| January 28  | Valentine Eugene.                  | Manilla.          | Fell off train and run over; killed.                             |
| January 29  | Alon Quinn, brakeman.              | Beloit.           | Fell off bridge; arm broken and hip injured.                     |
| January 30  | A. Hitchcock, stock yard man.      | Mason City.       | Stumbled in car; chord of knee torn.                             |
| February 2  | Hiram Aigler, Carpenter.           | Buck Grove.       | Train ran into caboose; killed.                                  |
| February 8  | M. Graln, passenger.               | Algona.           | Jumped off moving train; killed.                                 |
| February 17 | James Foley, brakeman.             | McBourne.         | Coupling and stumbled; 2 fingers crushed.                        |
| February 18 | Sam Quinlisk, brakeman.            | Davenport.        | Fell between cars onto draft-tross; leg contused.                |
| March 5     | Ira S. Holton, brakeman.           | Cambridge.        | Struck by pile; arm broken.                                      |
| March 25    | Thomas Gaffey, laborer.            | Cambridge.        | Walking on track and struck; killed.                             |
| March 25    | Jerry Murphy, section foreman.     | Cambridge.        | Coupling cars; killed.   |
| April 8     | H. Klaysman.                       | Myatie.           | Struck by car of cocher; leg broken.                             |
| April 13    | Dennis Murray, brakeman.           | Mapleton.         | Fell of bridge as train passed; arm broken.                      |
| April 20    | James Duberty, laborer.            | North McGregor.   | Fell off hand-car; 3 ribs broken and internal injury.            |
| May 1       | Felix Imhoff.                      | Emmettsburg.      | Cutting both pieces; struck in eye; eye injured.                 |
| May 13      | John Fortner, section man.         | Dubuque.          | Run over by train in night; killed.                              |
| May 14      | Murray, boiler-maker.              | Ottumwa.          | Walked into elnder pit; left leg broken.                         |
| May 23      | A. Tennyson.                       | Manilla.          | Stealing ride; jumped off; finger broken.                        |
| June 5      | Pat Donahue, wiper.                | McBourne.         | Attempting to board pilot; 3 toes cut off.                       |
| June 8      | E. Ridgeway.                       | Manilla.          | Attempting to board train; killed.                               |
| June 9      | Fred Rosburg, wiper.               | Connell Bluffs.   | Rail fell on hand; little finger crushed.                        |
| June 14     | Sullivan.                          | Calmar.           | Coupling cars; two fingers crushed.                              |
| June 17     | S. Sorenson, section man.          | McGregor.         | Fell between cars; killed.                                       |
| June 18     | August Weber, conductor.           | Sioux City.       | Wheel rolled onto him; mouth and face cut.                       |
| June 29     | A. W. Anderson, laborer.           | Sioux City.       |  |



## TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT.                             | KILLED.     |            |         | INJURED.    |            |         |
|--|-------------|------------|---------|-------------|------------|---------|
|  | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Derailments.....                               | 1           | 1          | 2       | 1           | 1          | 1       |
| Collisions.....                                | 1           | 1          | 1       | 1           | 1          | 1       |
| Caught in frogs, guard rails, or switches..... | 1           | 1          | 1       | 1           | 1          | 1       |
| Coupling cars.....                             | 1           | 1          | 1       | 1           | 1          | 1       |
| Falling from trains.....                       | 1           | 1          | 1       | 1           | 1          | 1       |
| Getting on and off trains.....                 | 1           | 1          | 1       | 1           | 1          | 1       |
| Highway crossings.....                         | 1           | 1          | 1       | 1           | 1          | 1       |
| Miscellaneous.....                             | 1           | 1          | 1       | 1           | 1          | 1       |
| Overhead obstruction.....                      | 1           | 1          | 1       | 1           | 1          | 1       |
| Stealing rides.....                            | 1           | 1          | 1       | 1           | 1          | 1       |
| While intoxicated.....                         | 1           | 1          | 1       | 1           | 1          | 1       |
| Trespassers on track.....                      | 1           | 1          | 1       | 1           | 1          | 1       |
| Total.....                                     | 1           | 8          | 9       | 6           | 48         | 5       |

## SUMMARY OF ACCIDENTS IN IOWA.

|  |    |
|--|----|
| Number of persons killed during the year.....                          | 18 |
| Number of persons injured during the year.....                         | 59 |
| Number of casualties purely accidental during the entire year.....     | 16 |
| Number resulting from lack of caution, carelessness or misconduct..... | 61 |
| Number of persons killed while intoxicated.....                        | 1  |
| Number of trespassers on track killed.....                             | 5  |
| Number of trespassers on track injured.....                            | 1  |
| Number of tramps or others stealing rides killed or injured.....       | 5  |

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Vacant.  
 Vice-President—Frank S. Bond, New York.  
 Secretary—P. M. Myers, Milwaukee.  
 Treasurer—F. G. Ranney, Milwaukee.  
 General Manager—Roswell Miller, Milwaukee.  
 Assistant General Manager—J. F. Tucker, Milwaukee.  
 General Superintendent—J. T. Clark, Milwaukee.  
 Assistant General Superintendent, First—A. J. Earling, Milwaukee.  
 Second—C. W. Case, Minneapolis.  
 Third—D. A. Ollis, Racine.

Division Superintendents—G. O. Clinton, Chicago.  
 R. B. Campbell, Marion.  
 J. H. Lakey, Wabasha.  
 W. M. Kells, Minneapolis.  
 E. H. Graves, Minneapolis.  
 W. G. Collins, Milwaukee.  
 S. J. Collins, Chillicothe.  
 L. B. Rock, Milwaukee.  
 H. R. Williams, Austin.  
 W. J. Underwood, La Crosse.  
 E. W. McKenna, Milwaukee.  
 J. B. Moll, Mason City.  
 L. B. Beardsley, Sioux City.  
 D. L. Bush, Aberdeen.  
 C. A. Cosgrave, Oxford Junction.  
 Chief Engineer—D. J. Whittemore, Milwaukee.  
 Superintendent of Telegraph—G. E. Simpson, Milwaukee.  
 General Auditor—J. P. Whaling, Milwaukee.  
 General Passenger Agent—A. V. H. Carpenter, Milwaukee.  
 General Freight Agent—A. C. Bird, Milwaukee.  
 General Solicitor—Jno. W. Cary, Milwaukee.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

Frank S. Bond, New York.  
 Selah Chamberlain, Cleveland.  
 Peter Geddes, New York.  
 Hugh T. Dickey, New York.  
 James Stillman, New York.  
 William Rockefeller, New York.  
 James T. Woodward, New York.  
 Joseph Milbank, New York.  
 Geo. C. Magoun, New York.  
 A. Van Santvoord, New York.  
 John Plankinton, Milwaukee.  
 Philip D. Armour, Chicago.  
 Jason C. Eason, La Crosse.

Date of annual meeting of stockholders, June.  
 Fiscal year of company ends December 31st.  
 General offices of the company are located at Milwaukee, Wisconsin.



STATE OF WISCONSIN. } ss.  
COUNTY OF MILWAUKEE. }

Roswell Miller, General Manager, and P. M. Myers, Secretary, of the Chicago, Milwaukee & Saint Paul Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of their knowledge and belief.

(Signed)

ROSWELL MILLER,  
General Manager.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 8th day of October, A. D. 1887, by Roswell Miller, General Manager.

[L. S.]

G. E. WEISS,  
Notary Public, Milwaukee county, Wis.

Received and filed in the office of the Commissioners of Railroads, this 10th day of October, A. D. 1887.

W. W. AINSWORTH, Secretary.

## REPORT

OF THE

## CHICAGO &amp; NORTHWESTERN RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30, 1887.

## CAPITAL STOCK.

|   |              |                         |
|---|--------------|-------------------------|
| Amount authorized by articles of association.....                   | } Not fixed. |                         |
| Amount authorized by vote of the company.....                       |              |                         |
| Amount of common stock issued.....                                  |              | \$ 52,575,865.97        |
| Amount of preferred stock issued, and conditions of preference..... |              | 22,325,454.76           |
| Total amount paid in, as per books of the company.....              |              | <u>\$ 74,900,820.53</u> |
| [Including stock of proprietary lines.]                             |              |                         |
| Total miles of road.....  | \$           | 4,101.35                |
| Amount of stock per mile of road.....                               |              | 18,282.48               |
| Amount of stock representing the road in Iowa (proportional)...     |              | 20,974,478.77           |
| Amount of stock held in Iowa .....                                  |              | 561,100.00              |
| Total number of stockholders .....                                  |              | 2,799                   |
| Number of stockholders in Iowa .....                                |              | 24                      |



## DEBT.

FUNDED DEBT, JUNE 30, 1887.

| NAME OF BOND.                    | Issued.        | Due.          | INTEREST. |                         | Amount.       |
|----------------------------------|----------------|---------------|-----------|-------------------------|---------------|
|                                  |                |               | Rate.     | Payable.                |               |
| Preferred sinking fund.....      | July 1, 1859   | Past due .... | 7         | .....                   | \$ 1,500      |
| General first mortgage.....      | July 1, 1859   | Past due .... | 7         | .....                   | 500           |
| Beloit & Madison.....            | Jan. 1, 1863   | Jan. 1, 1888  | 7         | Jan. 1 and July 1....   | 91,000        |
| Peninsula R. R.....              | July 1, 1863   | Sept. 1, 1898 | 7         | March 1 and Sept. 1.... | 102,000       |
| Consolidated sinking fund....    | Jan. 10, 1865  | Feb. 1, 1915  | 7         | Feb. 1 and May 1....    | 12,655,605    |
| Chicago & Milwaukee R'y....      | July 1, 1863   | July 1, 1898  | 7         | Jan. 1 and July 1....   | 1,700,000     |
| Milwaukee & Madison R'y....      | Sept. 1, 1880  | Sept. 1, 1905 | 7         | March 1 and Sept. 1.... | 1,600,000     |
| Chicago & Tomah.....             | Sept. 1, 1880  | Nov. 1, 1915  | 6         | May 1 and Nov. 1....    | 1,528,000     |
| Chicago, Mil. & No. W. R'y....   | May 1, 1882    | Nov. 1, 1915  | 6         | May 1 and Nov. 1....    | 3,500,000     |
| No. West Union R'y.....          | June 1, 1872   | June 1, 1907  | 7         | March 1 and Sept. 1.... | 750,000       |
| Madison extension.....           | April 1, 1871  | April 1, 1911 | 7         | April 1 and Oct. 1....  | 3,150,000     |
| Menominee extension.....         | June 1, 1871   | June 1, 1911  | 7         | June 1 and Dec. 1....   | 2,700,000     |
| General consolidated gold.....   | Nov. 30, 1872  | Dec. 1, 1902  | 7         | June 1 and Dec. 1....   | 12,343,400    |
| Menominee River R. R. exten.     | July 1, 1876   | July 1, 1906  | 7         | Jan. 1 and July 1....   | 400,000       |
| Menominee River R. R. exten.     | Jan. 1, 1884   | July 1, 1906  | 7         | Jan. 1 and July 1....   | 100,000       |
| Escanaba & Lake Sup. R'y....     | July 1, 1881   | July 1, 1901  | 6         | Jan. 1 and July 1....   | 720,000       |
| Consolidated S. F. of 1879.....  | Oct. 1, 1879   | Oct. 1, 1929  | 6         | April 1 and Oct. 1....  | 8,265,000     |
| Consolidated S. F. of 1879.....  | Oct. 1, 1879   | Oct. 1, 1929  | 5         | April 1 and Oct. 1....  | 8,155,000     |
| Sinking fund, debent'es of 1933  | May 1, 1883    | May 1, 1933   | 5         | May 1 and Nov. 1....    | 10,000,000    |
| Debentures of 1909.....          | July 1, 1884   | Nov. 1, 1909  | 5         | May 1 and Nov. 1....    | 4,000,000     |
| Chicago, Iowa & Nebraska.....    | Aug. 15, 1882  | Aug. 15, 1892 | 7         | Feb. 1 and Aug. 1....   | 129,000       |
| C. R. & M. R., 1st Division..... | Aug. 1, 1861   | Aug. 15, 1891 | 7         | Feb. 1 and Aug. 1....   | 700,000       |
| C. R. & M. R., 2d Division.....  | Aug. 1, 1863   | Aug. 15, 1894 | 7         | Feb. 1 and Aug. 1....   | 582,000       |
| C. R. & M. R., 3d Division.....  | May 1, 1863    | May 1, 1916   | 7         | May 1 and Nov. 1....    | 2,300,000     |
| C. R. & M. R., 7 per cent mort.  | June 1, 1884   | July 1, 1909  | 7         | June 1 and Dec. 1....   | 700,000       |
| Maple River R. R.....            | July 1, 1877   | July 1, 1897  | 7         | Jan. 1 and July 1....   | 402,500       |
| W. & St. P. R. R., 1st mort..... | April 10, 1867 | Past due .... | 7         | .....                   | 2,000         |
| W. & St. P. R. R., 2d mort.....  | Nov. 1, 1867   | Nov. 1, 1907  | 7         | May 1 and Nov. 1....    | 1,592,000     |
| W. & St. P. R. R., exten., gold. | Dec. 1, 1871   | Dec. 1, 1916  | 7         | June 1 and Dec. 1....   | 4,253,000     |
| Minn. Valley R'y.....            | Oct. 1, 1878   | Oct. 1, 1908  | 7         | April 1 and Oct. 1....  | 150,000       |
| R. & No. M. R'y.....             | Sept. 1, 1878  | Sept. 1, 1908 | 7         | March 1 and Sept. 1.... | 200,000       |
| Plainview R. R.....              | Sept. 1, 1878  | Sept. 1, 1908 | 7         | March 1 and Sept. 1.... | 100,000       |
| Dak. Cent. R'y (W. St. P. Con.)  | May 1, 1882    | Sept. 1, 1907 | 6         | March 1 and Sept. 1.... | 1,065,000     |
| Dak. Cen. R'y (So. Ea. Div.).... | Nov. 1, 1882   | Nov. 1, 1907  | 6         | May 1 and Nov. 1....    | 2,000,000     |
| Iowa Mid. R'y.....               | Aug. 1, 1870   | Oct. 1, 1900  | 8         | April 1 and Oct. 1....  | 1,350,000     |
| Ott. C. F. & St. P. R'y.....     | March 1, 1884  | March 1, 1909 | 5         | March 1 and Sept. 1.... | 1,600,000     |
| Des M. & M. R. R.....            | Feb. 1, 1882   | Feb. 1, 1907  | 7         | Feb. 1 and Aug. 1....   | 600,000       |
| No. H. R'y Co.....               | April 1, 1885  | March 1, 1912 | 8         | March 1 and Sept. 1.... | 1,500,000     |
| C. & N. W. R'y exten. of 1885..  | April 15, 1886 | Aug. 15, 1906 | 4         | Feb. 15 and Aug. 15..   | 9,397,400     |
| Total amt of funded debt.....    |                |               |           |                         | \$ 98,634,700 |

Total amount of floating debt..... \$ 4,418,493.61  
 Contingent liability as guarantor of bonds or debts of other roads:

\$7,735,400 F. E. & M. V. R. R. bonds.  
 \$1,053,000 Mo. Val. & Blair R'y & Bridge Co. bonds,  
 \$1,528,000 S. C. P. R. R. first mortgage bonds,

Total amount of debt liabilities..... \$ 103,052,903.61

Amount of debt per mile of road..... \$ 25,126.60  
 Amount of debt representing the road in Iowa, proportion..... \$ 28,857,929.80  
 Total amount of stock and debt..... \$ 177,953,814.14  
 Amount of stock and debt per mile of road..... 43,389.08  
 Amount of interest paid representing the road in Iowa, proportion..... 1,424,412.72

## COST OF ROAD AND EQUIPMENT.

Total expended for construction..... \$ 130,140,101.68  
 Average cost of construction per mile of road (4,101.35 miles). \$ 31,731.94  
 Proportion of cost of construction for Iowa, estimated..... \$ 36,443,132.66

## COST OF EQUIPMENT.

Total for equipment..... \$ 24,801,480.25  
 Average cost of equipment per mile of road operated by company (4,101.35 miles)..... \$ 6,047.15  
 Proportion of cost of equipment for Iowa, estimated..... 6,945,158.52  
 Total cost of road and equipment..... \$ 154,941,581.91  
 Average cost of road and equipment per mile (4,101.35 miles)..... 37,778.19  
 Proportion of cost of road and equipment for Iowa..... 43,388,291.18  
 Average proportional cost of road and equipment per mile in Iowa (1,148.50 miles)..... 37,778.19  
 Actual present cash value of road and equipment in Iowa, estimated..... 15,392,560.00  
 Actual cash value of all other property owned, with schedule of same in last above.

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

Grading and masonry..... \$ 718,876.46  
 Side tracks..... 364,417.23  
 Bridging..... 263,554.19  
 Fences, road crossings, etc..... 76,246.25  
 Superstructure, including rails..... 1,186,470.82  
 Land, land damages..... 95,177.51  
 Passenger and freight stations, coal sheds and water stations, engine houses, car sheds and turn-tables..... 402,135.20  
 Telegraph..... 602.62  
 Engineering, agencies, salaries, and other expenses during construction.... 47,697.82  
 Lands purchased, account of Western Town Lot Company..... 82,629.44  
 Purchase of other roads (specifying same), and all particulars:  
 Extension to Lacrosse, Wisconsin..... 47,111.68  
 Extension to Mitchell Iron Mine, Michigan..... 10,759.54  
 Extension to Dunn Iron Mine, Michigan..... 28,422.56  
 Double track extension..... 140,565.85  
 Total for construction..... \$ 3,464,596.87

## EQUIPMENT.

|  | Number. |                 |
|--|---------|-----------------|
| Locomotives.....                                     | 32      | \$ 259,935.10   |
| Passenger, mail, baggage and express cars.....       | 13      | 48,765.43       |
| Freight and other cars.....                          | 1,492   | 633,149.48      |
| Wrecking-cars, pile-drivers and tools.....           | 3       | 18,269.16       |
| Total for equipment.....                             |         | \$ 960,119.17   |
| Total expenditures charged to property accounts..... |         | \$ 4,424,686.04 |



Property sold (or reduced in valuation on the books) and credited property accounts during the year (specifying same):

|  |                  |
|--|------------------|
| Discount on securities, etc.....                     | \$ 487,008.43    |
| Income credited to cost of property, viz.:           |                  |
| Railroad income.....                                 | \$ 10,000,000.00 |
| Land income.....                                     | 2,928,000.00     |
| Total .....  | \$ 13,385,008.43 |
| Net reduction in property account for the year ..... | \$ 8,960,319.39  |

## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                       | THROUGH. | LOCAL. | TOTAL.          |
|-----------------------|----------|--------|-----------------|
| July, 1886 .....      |          |        | \$ 596,497.08   |
| August, 1886 .....    |          |        | 527,267.16      |
| September, 1886 ..... |          |        | 602,670.51      |
| October, 1886 .....   |          |        | 517,618.91      |
| November, 1886 .....  |          |        | 482,648.35      |
| December, 1886 .....  |          |        | 430,561.58      |
| January, 1887 .....   |          |        | 396,287.89      |
| February, 1887 .....  |          |        | 336,682.22      |
| March, 1887 .....     |          |        | 464,370.78      |
| April, 1887 .....     |          |        | 467,625.09      |
| May, 1887 .....       |          |        | 505,519.04      |
| June, 1887 .....      |          |        | 532,986.15      |
| Totals .....          |          |        | \$ 5,830,755.11 |

## FROM TRANSPORTATION OF FREIGHT.

|                       | THROUGH. | LOCAL. | TOTAL.           |
|-----------------------|----------|--------|------------------|
| July, 1886 .....      |          |        | \$ 1,457,692.10  |
| August, 1886 .....    |          |        | 1,796,039.39     |
| September, 1886 ..... |          |        | 2,036,634.34     |
| October, 1886 .....   |          |        | 2,193,652.77     |
| November, 1886 .....  |          |        | 1,782,462.17     |
| December, 1886 .....  |          |        | 1,646,191.00     |
| January, 1887 .....   |          |        | 1,265,652.31     |
| February, 1887 .....  |          |        | 1,205,734.26     |
| March, 1887 .....     |          |        | 1,774,690.10     |
| April, 1887 .....     |          |        | 1,877,394.82     |
| May, 1887 .....       |          |        | 1,483,249.68     |
| June, 1887 .....      |          |        | 1,532,742.88     |
| Totals .....          |          |        | \$ 19,361,143.03 |

## MONTHLY EARNINGS—FROM ALL OTHER SOURCES.

|                       | MAILS.        | EXPRESS.      | MISCELLANEOUS. | TOTAL.          |
|-----------------------|---------------|---------------|----------------|-----------------|
| July, 1886 .....      | \$ 40,152.13  | \$ 32,542.95  | \$ 19,608.27   | \$ 92,303.35    |
| August, 1886 .....    | 40,771.07     | 31,074.16     | 23,323.54      | 95,168.77       |
| September, 1886 ..... | 40,232.39     | 31,965.86     | 31,624.52      | 103,822.77      |
| October, 1886 .....   | 40,792.77     | 32,875.11     | 26,026.49      | 99,694.37       |
| November, 1886 .....  | 40,623.00     | 33,697.85     | 23,177.02      | 97,497.87       |
| December, 1886 .....  | 40,753.68     | 37,893.01     | 19,709.92      | 97,861.61       |
| January, 1887 .....   | 40,758.68     | 27,908.72     | 23,065.82      | 91,732.92       |
| February, 1887 .....  | 40,559.74     | 25,665.13     | 26,038.27      | 92,263.14       |
| March, 1887 .....     | 40,923.57     | 29,580.92     | 26,817.81      | 97,322.30       |
| April, 1887 .....     | 40,645.17     | 29,554.66     | 24,214.56      | 94,414.39       |
| May, 1887 .....       | 40,489.78     | 34,321.95     | 38,469.50      | 113,281.23      |
| June, 1887 .....      | 40,344.16     | 32,480.80     | 27,676.70      | 100,501.66      |
| Totals .....          | \$ 486,554.23 | \$ 381,881.12 | \$ 308,751.62  | \$ 1,177,186.97 |

## ANALYSIS OF EARNINGS.

|  |    |               |
|--|----|---------------|
| Earnings, passenger:   |    |               |
| From all passengers .....  | \$ | 5,830,755.11  |
| From express .....   |    | 381,881.12    |
| From mails .....   |    | 486,554.23    |
| Total earnings, passenger department .....   | \$ | 6,699,190.46  |
| Earnings per train mile run (6,363,525 miles) .....  | \$ | 1.0527        |
| Earnings, freight:   |    |               |
| Total earnings freight department .....  |    | 19,361,143.03 |
| Earnings per train mile run (12,782,776 miles) .....   | \$ | 1.5146        |
| Total transportation earnings .....  | \$ | 26,060,333.49 |
| Transportation earnings per train mile run, from all trains earning revenue (19,146,301 miles) ..... | \$ | 1.361         |
| Proportion of transportation earnings for Iowa .....   |    | 7,303,768.20  |
| Miscellaneous earnings .....   |    | 508,751.62    |
| Total earnings from all sources .....  | \$ | 26,369,085.11 |
| Earnings per train mile of road operated (4,049.97 miles), average .....                             | \$ | 6,510.93      |
| Proportion of earnings for Iowa .....  |    | 7,390,300.01  |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES.)

|  |                 |
|--|-----------------|
| Repairs of road-bed and track .....  | \$ 1,794,042.07 |
| Renewal of rails (No. tons laid, steel, 19,332.1896; iron, 1,081.1313) ..... | 235,420.45      |
| Renewal of ties (No. laid, 951,091) .....                                    | 348,911.74      |
| Repairs of bridges, including culverts and cattle-guards .....               | 306,584.09      |
| Repairs of fences, road-crossings and signs .....                            | 164,185.47      |
| Repairs of buildings, stations and water-tanks .....                         | 366,495.16      |
| Total .....  | \$ 3,215,638.98 |



## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|  |                 |
|--|-----------------|
| Repairs of locomotives .....   | \$ 966,221.02   |
| Repairs of passenger cars .....  | 339,617.10      |
| Repairs of freight cars .....  | 800,538.99      |
| Repairs of tools and machinery (included in No. 6 of Class 1, and Nos. 1, 2 and 3 of Class 2). |                 |
| Total .....  | \$ 2,205,377.71 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|  |                 |
|--|-----------------|
| Fuel for locomotives .....                           | \$ 1,021,839.83 |
| Water supply .....                                   | 102,535.45      |
| Oil and waste .....                                  | 218,429.11      |
| Locomotive service .....                             | 1,780,598.29    |
| Passenger train service .....                        | 345,907.35      |
| Passenger train supplies .....                       | 72,183.39       |
| Mileage of passenger cars (debit balance) .....      | 8,763.56        |
| Freight train service .....                          | 900,545.51      |
| Freight train supplies .....                         | 22,291.96       |
| Mileage of freight cars (debit balance) .....        | 60,524.81       |
| Telegraph expenses (maintenance and operating) ..... | 367,023.27      |
| Damage and loss of freight and baggage .....         | 49,499.76       |
| Damages to property and cattle .....                 | 42,228.12       |
| Personal injuries .....                              | 159,850.73      |
| Agents and station service .....                     | 2,288,797.29    |
| Station supplies .....                               | 83,874.53       |
| Total .....  | \$ 8,094,912.95 |

## CLASS 4.—GENERAL EXPENSES.

|   |                 |
|---|-----------------|
| Salaries and expenses of general officers and clerks .....      | \$ 191,631.35   |
| Legal expenses .....  | 61,727.90       |
| Insurance .....   | 3,682.26        |
| Stationery and printing, outside agencies and advertising ..... | 435,801.07      |
| Contingencies .....   | 199,100.54      |
| Taxes in Iowa .....   | \$ 170,310.54   |
| Taxes in other States .....                                     | 547,797.44      |
| Total taxes .....   | 718,107.98      |
| Total .....   | \$ 1,610,051.10 |

## RECAPITULATION OF EXPENSES.

|  |                  |
|--|------------------|
| Maintenance of way and buildings .....   | \$ 3,215,638.98  |
| Maintenance of motive power and cars .....   | 2,205,377.71     |
| Conducting transportation .....  | 8,094,912.95     |
| General expenses, including taxes .....  | 1,610,051.10     |
| Total operating expenses and taxes .....   | \$ 15,125,980.74 |
| Operating expenses and taxes per mile of road operated (4,049.97 average miles) .....                | \$ 3,734.84      |
| Operating expenses and taxes per train mile run, for trains earning revenue (19,146,301 miles) ..... | .7902            |
| Proportion of operating expenses and taxes for Iowa .....  | 4,239,267.49     |

|  |               |
|--|---------------|
| Expenses of running and management of passenger trains about .....           | 3,328,824.03  |
| Expenses of running and management of passenger trains, per train mile ..... | .5231         |
| Expenses of running and management of freight trains (about) .....           | 11,797,156.71 |
| Expenses of running and management of freight trains, per train mile .....   | .9228         |
| Expenses of running and management of all trains earning revenue .....       | 15,125,980.74 |
| Percentage of expenses and taxes to earnings .....                           | .5736         |

## GENERAL EXHIBIT.

|  |                  |
|--|------------------|
| Total earnings .....   | \$ 26,369,085.11 |
| Total expenses, including taxes .....  | 15,125,980.74    |
| Net earnings .....   | 11,243,104.37    |
| Interest accruing during the year .....  | 5,125,516.38     |
| Interest paid during the year .....  | 5,086,643.30     |
| Interest paid during the year on account of the road in Iowa .....   | 1,424,412.72     |
| Interest on funded debt .....  | 5,125,546.38     |
| Interest paid on funded debt .....   | 5,085,642.30     |
| Dividends declared :   |                  |
| Seven per cent preferred .....   | \$ 1,562,610.00  |
| Six per cent common .....  | 1,881,894.00     |
| Floating debt liquidated during the year. (This company carries no floating debt from year to year.) .....   | 3,444,504.00     |
| Balance for the year .....   | 2,615,053.99     |
| Balance at commencement of the year .....  | 11,494,099.66    |
| Balance .....  | \$ 14,109,153.65 |
| Deduct entries made during the year not included above, viz :  |                  |
| Amount transferred to "cost of road" on account of net income expended for construction purposes at various times since the opening of the road, and not capitalized ..... | \$ 10,000,000.00 |
| Amount charged to income account to cover balance of interest on bonds accrued June 1, 1886, but not charged on that date .....  | 762,059.58       |
| Balance carried forward to next year .....   | \$ 3,347,094.07  |

## GENERAL RECAPITULATION.

|   |                  |
|---|------------------|
| Total earnings .....  | \$ 26,369,085.12 |
| Total operating expenses and taxes .....  | 15,125,980.74    |
| Net earnings above operating expenses and taxes .....                                   | 11,243,104.37    |
| Net earnings above operating expenses, taxes, interest on sinking fund and rental ..... | 6,059,557.99     |
| Gross earnings per train mile run (19,146,301 miles) .....                              | \$ 1.377         |
| Net earnings per train mile run (19,146,301 miles) .....                                | .587             |
| Percentage of net earnings to stock and debt .....                                      | .632             |
| Percentage of net earnings to cost of road and equipment .....                          | .726             |



## TAXES.

AMOUNT PAID FOR YEAR ENDING JUNE 30, 1887.

|                    |               |
|--------------------|---------------|
| In Iowa .....      | \$ 170,310.54 |
| In Illinois .....  | 171,634.40    |
| In Wisconsin ..... | 218,164.51    |
| In Michigan .....  | 67,311.60     |
| In Minnesota ..... | 50,767.08     |
| In Dakota .....    | 29,851.71     |
| In New York .....  | 68.05         |

## SURPLUS.

|   |                  |
|---|------------------|
| Surplus at the commencement of the year.....  | \$ 11,491,099.66 |
| Surplus at the close of the year .....  | 3,347,094.07     |
| Amount invested in railroad stock; give the name of each road, and the number of shares owned in each of them and the par value of shares :<br>No "surplus" so invested.                  |                  |
| The amount invested in railroad bonds, the number of bonds, and the par value of each, the name of each road, and the amount invested in the bonds of each :<br>No "surplus" so invested. |                  |
| The amount of its own stock or bonds owned by the Company (proprietary) .....   | \$ 123,295.00    |
| Amount absorbed in construction .....   | 1,022,609.48     |
| Amount in material and balances from other roads, and including earnings in course of collection, etc .....   | 2,201,999.59     |

## GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS, JUNE 30, 1887.

## DEBIT.

|                                    |                   |
|------------------------------------|-------------------|
| Construction account.....          | \$ 130,140,101.66 |
| Equipment account .....            | 1,631,630.78      |
| Bonds owned by company .....       | 7,140,000.00      |
| Cost of securities .....           | 12,623,454.90     |
| Cash .....                         | 2,541,104.40      |
| Bills receivable.....              | 117,063.87        |
| Due from agents and companies..... | 1,759,373.37      |
| Material and supplies.....         | 2,891,675.06      |
| Total .....                        | \$ 181,814,253.87 |

## CREDIT.

|                                    |                   |
|------------------------------------|-------------------|
| Capital stock :                    |                   |
| Chicago & Northwestern stock ..... | \$ 63,700,320.53  |
| Proprietary Companies stock .....  | 11,200,500.00     |
| Funded debt.....                   | \$ 74,900,820.53  |
| Interest accrued.....              | 98,634,500.00     |
| Dividends unpaid.....              | 1,487,885.38      |
| Notes payable .....                | 53,929.00         |
| Vouchers and accounts.....         | 125,000.00        |
| Other liabilities.....             | 2,751,679.23      |
| Income account .....               | 513,345.36        |
| Total .....                        | 3,347,094.07      |
| Total .....                        | \$ 181,814,253.87 |

## DESCRIPTION OF ROAD.

MILES OF COMPLETED ROAD, JUNE 30, 1887.

Lines Chartered and Consolidated with Chicago &amp; Northwestern Railway.

|   | Total.   | Illinois. | Iowa.  | Wisconsin. | Michigan. | Minnesota. |
|---|----------|-----------|--------|------------|-----------|------------|
| Chicago to Council Bluffs .....               | 491.00   | 137.88    | 353.12 |            |           |            |
| Chicago to Freeport .....                     | 121.00   | 121.00    |        |            |           |            |
| Geneva to Aurora .....                        | 9.40     | 9.40      |        |            |           |            |
| Geneva to St. Charles .....                   | 2.40     | 2.40      |        |            |           |            |
| Elgin to Lake Geneva.....                     | 45.04    | 35.82     |        | 9.22       |           |            |
| South Branch Junction to River (Chicago)..... | 4.50     | 4.50      |        |            |           |            |
| Clinton to Anamosa Ferry.....                 | 73.57    |           | 73.57  |            |           |            |
| Stanwood to Tipton .....                      | 8.50     |           | 8.50   |            |           |            |
| Des Moines to Northwestern Connection .....   | 57.34    |           | 57.34  |            |           |            |
| Belle Plaine to Muchakinock .....             | 64.00    |           | 64.00  |            |           |            |
| Maple River Junction to Onawa .....           | 80.85    |           | 80.85  |            |           |            |
| Wall Lake to Kingsley.....                    | 70.87    |           | 70.87  |            |           |            |
| Carroll to Kirkman.....                       | 34.81    |           | 34.81  |            |           |            |
| Manning to Audubon.....                       | 17.00    |           | 17.00  |            |           |            |
| Chicago to Fort Howard.....                   | 242.20   | 69.73     |        | 172.47     |           |            |
| Appleton Water Power extension .....          | 3.63     |           |        | 3.63       |           |            |
| Kenosha to Rockford.....                      | 72.10    | 44.08     |        | 28.02      |           |            |
| Chicago to Montrose .....                     | 5.20     | 5.20      |        |            |           |            |
| Chicago to Milwaukee.....                     | 85.00    | 44.60     |        | 40.40      |           |            |
| Milwaukee to Fond du Lac .....                | 62.63    |           | 62.63  |            |           |            |
| Sheboygan to Princeton.....                   | 78.40    |           | 78.40  |            |           |            |
| Milwaukee to Montfort.....                    | 140.88   |           | 140.88 |            |           |            |
| Montfort to Galeana.....                      | 46.34    | 10.30     |        | 36.04      |           |            |
| Montfort to Woodman.....                      | 39.50    |           | 39.50  |            |           |            |
| Plattville Junction to Plattville.....        | 4.00     |           | 4.00   |            |           |            |
| Lancaster Junction to Lancaster.....          | 12.04    |           | 12.04  |            |           |            |
| Janesville to Afton .....                     | 6.10     |           | 6.10   |            |           |            |
| Belvidere to Winona .....                     | 227.0    | 21.00     |        | 205.87     |           | .13        |
| Winona Junction to La Crosse .....            | 3.96     |           | 3.96   |            |           |            |
| Trempealeau to Galesville .....               | 6.71     |           | 6.71   |            |           |            |
| Evansville to Janesville .....                | 16.100   |           | 16.10  |            |           |            |
| Ft. Howard to Ishpeming .....                 | 132.10   |           | 49.45  | 132.65     |           |            |
| Powers to Crystal Falls .....                 | 58.77    |           | 13.73  | 45.04      |           |            |
| Iron River Junction to Stambaugh .....        | 19.50    |           |        | 19.50      |           |            |
| Narenta to Metropolitan .....                 | 34.86    |           |        | 34.86      |           |            |
| Branches to mines :                           |          |           |        |            |           |            |
| Off main line .....                           | 40.85    |           |        | 40.85      |           |            |
| Off E. & L. S. line .....                     | 8.44     |           |        | 8.44       |           |            |
| Off M. R. R. line .....                       | 32.91    |           |        | 4.71       | 28.20     |            |
| Total .....                                   | 2,500.50 | 805.86    | 769.06 | 924.91     | 369.54    | .13        |

|  |                |
|--|----------------|
| Total length of road belonging to this company.....                                | 2,500.50       |
| Total length of road belonging to this company in Iowa .....                       | 769.06         |
| Total length of steel rails in tracks operated in Iowa, exclusive of sidings ..... | 1,016.87       |
| Total length of iron rails in tracks in Iowa.....                                  | 131.63         |
| Weights per yard, steel.....   | 50 to 65 lbs.  |
| Weights per yard, iron .....   | 50 to 60 lbs.  |
| Gauge of track, 16.00 miles .....  | 3 feet         |
| Gauge of track, 4,085.36 miles.....  | 4 ft 8 1/4 in. |



ROAD AND BRANCHES BELONGING TO OTHER COMPANIES OPERATED BY THIS  
COMPANY UNDER LEASE OR CONTRACT.

Name, description and length of each :

|   | Total.   | Illinois. | Iowa.    | Wisconsin. | Michigan. | Minnesota. | Dakota. |
|---|----------|-----------|----------|------------|-----------|------------|---------|
| <i>Proprietary Lines, viz.:</i>                         |          |           |          |            |           |            |         |
| Northern Illinois Railway.....                          | 77.00    | 77.00     |          |            |           |            |         |
| Belvidere to Spring Valley.....                         |          |           |          |            |           |            |         |
| Sycamore & Courtland Railroad.....                      | 4.64     |           |          |            |           |            |         |
| Sycamore to Courtland.....                              |          | 4.64      |          |            |           |            |         |
| Princeton & Western Railway.....                        | 16.06    |           |          | 16.06      |           |            |         |
| Valley Junction to Necedah.....                         |          |           |          |            |           |            |         |
| Toledo & Northwestern Railway.....                      | 385.19   |           |          |            |           |            |         |
| Tama to Elmore.....                                     |          |           | 164.56   |            |           |            |         |
| Jewell Junction to D. M. & M. Connect'n.....            |          |           | 1.75     |            |           |            |         |
| Jewell Junction to Wall Lake Junction.....              |          |           | 73.68    |            |           |            |         |
| Eagle Grove to Hawarden.....                            |          |           | 145.20   |            |           |            |         |
| Iowa Railway, Coal & Manufacturing Co.....              | 3.25     |           |          |            |           |            |         |
| Boone to Coal Banks.....                                |          |           | 3.25     |            |           |            |         |
| Winona & St. Peter Railroad.....                        | 448.48   |           |          |            |           |            |         |
| Winona to Watertown.....                                |          |           |          | 228.50     | 34.48     |            |         |
| Mankato Junction to Mankato.....                        |          |           |          | 3.75       |           |            |         |
| Sleepy Eye to Redwood Falls.....                        |          |           |          | 24.40      |           |            |         |
| Rochester to Zumbrota.....                              |          |           |          | 24.48      |           |            |         |
| Eyota to Plainview.....                                 |          |           |          | 15.01      |           |            |         |
| Eyota to Chatfield.....                                 |          |           |          | 11.46      |           |            |         |
| Tracy to Dakota line.....                               |          |           |          | 46.40      |           |            |         |
| Dakota Central Railway.....                             | 668.23   |           |          |            |           |            |         |
| Minnesota State line to Pierre.....                     |          |           |          | 209.11     |           |            |         |
| James Valley Junction to Oakes.....                     |          |           |          | 131.48     |           |            |         |
| Watertown to Redfield.....                              |          |           |          | 71.00      |           |            |         |
| Watertown Junction to Watertown.....                    |          |           |          | 43.80      |           |            |         |
| Iroquois to Hawarden (State line).....                  |          |           |          | 125.49     |           |            |         |
| Centerville to Yankton.....                             |          |           |          | 29.40      |           |            |         |
| Redfield to Faulkton.....                               |          |           |          | 32.54      |           |            |         |
| Doland to Verdon.....                                   |          |           |          | 24.38      |           |            |         |
| Total.....  | 1,600.85 | 81.64     | 388.44   | 16.06      | 414.00    | 700.71     |         |
| <i>Recapitulation:</i>                                  |          |           |          |            |           |            |         |
| Chicago & Northwestern (chartered or consolidated)..... | 2,500.50 | 505.86    | 766.06   | 924.91     | 309.54    | .13        |         |
| Proprietary Lines.....                                  | 1,600.85 | 81.64     | 388.41   | 16.06      | 414.03    | 700.71     |         |
| Total miles.....  | 4,101.35 | 587.50    | 1,148.50 | 940.97     | 309.54    | 414.13     | 700.71  |

|  |          |
|--|----------|
| Total length of above roads.....                 | 1,600.85 |
| Total length of above roads in Iowa.....         | 388.44   |
| Total length of above roads in other States..... | 1,212.41 |
| Illinois.....                                    | 81.64    |
| Wisconsin.....                                   | 16.06    |
| Minnesota.....                                   | 414.00   |
| Dakota.....                                      | 700.71   |

Any part of the road first opened during the past year :

| TERMINI.                                  | MILES. | WHEN OPERATED.      |
|---|--------|---------------------|
| From Columbia to Oakes.....               | 38.53  | September 20, 1886. |
| Extension to Mitchell Find.....           | 1.05   | October 4, 1886.    |
| Redfield to Faulkton.....                 | 32.54  | October 25, 1886.   |
| Winona Junction to LaCrosse.....          | 3.96   | November 1, 1886.   |
| Mapleton to Onawa.....                    | 20.70  | November 15, 1886.  |
| Wall Lake City to Wall Lake Junction..... | 15.38  | November 15, 1886.  |
| Doland to Verdon.....                     | 24.38  | December 1, 1886.   |
| Janesville to Evansville.....             | 18.10  | December 20, 1886.  |
| Total miles.....                          | 152.64 |                     |

|   |          |
|---|----------|
| Total miles of road operated by this company.....   | 4,101.35 |
| Total miles of road operated by this company in Iowa not reported by any other company..... | 1,148.50 |

## STATIONS.

|   |     |
|---|-----|
| Number of stations on all roads owned by this company.....    | 484 |
| Same in Iowa.....   | 132 |
| Number of stations on all roads operated by this company..... | 677 |
| Same in Iowa.....   | 185 |
| Number of telegraph offices in stations in Iowa.....          | 167 |

## EMPLOYES.

|   |                  |
|---|------------------|
| Number of persons regularly employed on all roads operated by this company.....   | 16,915           |
| Same in Iowa.....   | 4,210            |
| Amount paid employees, including officials, on all roads operated by this company, for the year ending June 30, 1887..... | \$ 10,286,525 12 |
| Same in Iowa.....   | 2,409,447.36     |

## BRIDGES IN IOWA.

|  | No.   | Aggregate length. |
|--|-------|-------------------|
| Wooden truss bridges over 100 feet in length.....      | 1     | 106               |
| Combination truss bridges over 100 feet in length..... | 11    | 3,814             |
| Iron truss bridges over 100 feet in length.....        | 14    | 3,217             |
| Wooden trestle and pile.....                           | 1,594 | 131,828           |

## ARCH CULVERTS AND VIADUCTS IN IOWA.

|                                   |     |       |
|-----------------------------------|-----|-------|
| With 25 feet opening or more..... | 18  |       |
| Less than 25 feet opening.....    | 502 | 7,217 |

## BOX CULVERTS IN IOWA.

|             |     |
|-------------|-----|
| Timber..... | 341 |
| Stone.....  | 75  |

## CATTLE-GUARDS.

|                        |       |
|------------------------|-------|
| Number of in Iowa..... | 1,489 |
|------------------------|-------|



## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|  | No. | Aggregate length. |
|--|-----|-------------------|
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.) .....               |     | 616,234           |
| Amount of trestle work repaired with earth during the year (lineal feet) .....                       | 203 |                   |
| Timber culverts replaced by stone .....  | 5   |                   |
| Timber culverts replaced with timber (lineal feet) .....   | 23  | 368               |
| Give the average number of years the trestle and pile bridges last on your road in Iowa, about ..... |     | 10                |
| Give the average number of years that wooden truss bridges last on your road in Iowa, about .....    |     | 10                |

## ROAD-BED AND TRACK.

|  |         |
|--|---------|
| Number of track sections in Iowa, about .....  | 200     |
| Average length of sections, miles, about .....   | 5.74    |
| Average number of men in each section gang .....   | 5½      |
| Number of new ties laid in track during the year in Iowa .....   | 244,970 |
| Average number of new ties per mile of road, about .....   | 313     |
| New rails laid in track during the year in Iowa, steel—[3,619 .2240 tons], miles. About 35 miles of track. |         |
| Total track laid with new rails during the year in Iowa, miles, about .....                                | 35      |

## CROSSINGS IN IOWA.

|   |
|---|
| What railroad crosses your road at grade, and at what locality? |
| Chicago, Milwaukee & St. Paul, at Clinton—double.               |
| Chicago, Milwaukee & St. Paul, at DeWitt.                       |
| Chicago, Milwaukee & St. Paul, at Wheatland.                    |
| Chicago, Milwaukee & St. Paul, at Cedar Rapids—double.          |
| Burlington, Cedar Rapids & Northern, at Cedar Rapids—double.    |
| Chicago, Milwaukee & St. Paul, at Tama.                         |
| Central Railroad of Iowa, at Marshalltown.                      |
| Chicago, St. Paul & Kansas City, at Marshalltown.               |
| Minneapolis & St. Louis, at Ogden.                              |
| Des Moines & Ft. Dodge, at Grand Junction.                      |
| Des Moines & Northwestern, at New Jefferson.                    |
| Chicago, Milwaukee & St. Paul, at Dow City.                     |
| Union Pacific, near Council Bluffs.                             |
| Chicago, Burlington & Quincy, near Council Bluffs—2 crossings.  |
| Chicago, Milwaukee & St. Paul, near Council Bluffs.             |
| Chicago, Rock Island & Pacific, near Council Bluffs.            |
| Chicago, Rock Island & Pacific, at Des Moines—2 crossings.      |
| Wabash, St. Louis & Pacific, at Des Moines.                     |
| Keokuk & Des Moines, at Des Moines.                             |
| Chicago, Milwaukee & St. Paul, near Sheldahl.                   |
| Chicago, Milwaukee & St. Paul, at Lyons—3 crossings.            |
| Chicago, Milwaukee & St. Paul, Delmar Junction—double.          |
| Chicago, Milwaukee & St. Paul, at Anamosa.                      |
| Chicago, Rock Island & Pacific, at Carnforth.                   |
| Chicago, Rock Island & Pacific, at Atwood.                      |
| Central Railroad of Iowa, near Gainford.                        |
| Burlington & Western, near Gainford.                            |

Chicago, Milwaukee & St. Paul, at Tama.  
 Wisconsin, Iowa & Nebraska, at Gladbrook.  
 Central of Iowa, at Gifford.  
 Des Moines & Ft. Dodge, at Gowrie.  
 Wabash, St. Louis & Pacific, at Lohrville.  
 Illinois Central, at Webster City.  
 Burlington, Cedar Rapids & Northern, at Goldfield.  
 Minnesota & St. Louis, at Whitman.  
 Des Moines & Ft. Dodge, at Rolfe.  
 Chicago, St. Paul, Minneapolis & Omaha, at Alton.  
 Mason City & Ft. Dodge, at Eagle Grove.  
 Chicago, Milwaukee & St. Paul, at Hawarden.

What railroads cross your road, either over or under, and at what locality?

St. Louis, Des Moines & Northern, at Boone, over.  
 Chicago, Milwaukee & St. Paul, at Center Junction, over.  
 Chicago, Milwaukee & St. Paul, near Manning, over; two crossings.  
 Chicago, Milwaukee & St. Paul, at Mapleton, over.  
 Burlington, Cedar Rapids & Northern, near Tilton, over.  
 Minneapolis & St. Louis, at Dayton, over.  
 Chicago, Milwaukee & St. Paul, at Algona, under.  
 Minneapolis & St. Louis, at Dakota City, under.

|   |       |
|---|-------|
| Number of highway crossings at grade .....                    | 1,115 |
| Number of highway crossings at which there are flagmen .....  | 16    |
| Number of highway crossings over railroad .....               | 10    |
| Number of highway crossings under railroad .....              | 30    |
| Number of highway bridges 18 feet above track .....           | 4     |
| Number of highway bridges less than 18 feet above track ..... | 6     |

## FENCING IN IOWA.

|  |          |
|--|----------|
| How many miles of fencing have you on your road in Iowa .....  | 1,071.08 |
| How many miles of new fencing have you built during the year .....   | 107.05   |
| Give the number of miles needed on both sides of your track in each county in Iowa:  |          |
| (No data. There are about 77 miles of road in Iowa not fenced, including station grounds. Fence is built as fast as needed.) |          |

## ROLLING STOCK.

|  | Owned. | Total. |
|--|--------|--------|
| Number of passenger cars .....                         | 296    | 296    |
| Number of baggage, mail and express cars .....         | 138    | 138    |
| Number of parlor and sleeping cars .....               | 11     | 11     |
| Number of dining cars .....                            | 9      | 9      |
| Number of box freight cars .....                       | 12,566 | 12,566 |
| Number of stock cars .....                             | 1,914  | 1,914  |
| Number of platform and coal cars .....                 | 3,647  | 3,647  |
| Number of other cars .....                             | 4,835  | 4,835  |
| Total number of cars .....                             | 23,416 | 23,416 |
| Number of locomotives .....                            |        | 735    |
| Maximum weight of locomotives and tenders, tons .....  |        | 75     |
| Average weight of locomotives and tenders, tons .....  |        | 50     |
| Number of locomotives equipped with train brake .....  |        | 446    |
| Number of locomotives equipped with driver brake ..... |        | 220    |



|   |        |
|---|--------|
| Maximum weight of passenger cars, tons.....   | 28½    |
| Average weight of passenger cars, tons.....   | 24     |
| Number of passenger cars equipped with train brake.....   | 517    |
| Number of freight cars equipped with train brake.....   | 22,809 |
| Number of freight cars equipped with air brake.....   | 185    |
| Number of passenger cars equipped with Miller platform and buffer.....  | 516    |
| Number of freight cars equipped with automatic coupler.....   | 21     |
| The amount of tonnage that can be carried over your road in Iowa exclusive of cars, by an engine of given weight. Weight of engine, 29 tons.. | 214¼   |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|   |            |
|---|------------|
| Miles run by passenger trains during the year .....   | 6,363,926  |
| Miles run by freight trains during the year.....  | 12,782,776 |
| Miles run by switching trains during the year.....  | 5,512,362  |
| Miles run by construction and repair trains during the year and miles run by other trains during the year.. | 981,164    |
| Total train mileage.....  | 25,639,827 |

## CARS AND WEIGHT OF TRAINS.

|  |        |
|--|--------|
| Average number of cars in passenger trains.....                              | 4.42   |
| Average weight of passenger trains, exclusive of passengers, tons, about.... | 110.50 |
| Average number of cars in freight trains.....                                | 20.3   |
| Average number of freight trains, exclusive of freight, tons, about .....    | 220    |

## PASSENGER TRAFFIC.

|   |             |
|---|-------------|
| Total number of passengers carried .....                      | 9,799,138   |
| Total passenger mileage or passengers carried one mile.....   | 254,581,147 |
| Average distance traveled by each passenger, miles .....      | 26          |
| Average amount received from each passenger, cents.....       | 60          |
| Highest rate of fare per mile for any distance, cents .....   | 4           |
| Lowest rate of fare per mile for any distance, cents .....    | 1           |
| Average rate of fare per mile for all passengers, cents ..... | 2.39        |

## FREIGHT TRAFFIC.

|   |               |
|---|---------------|
| Number of tons of through freight carried .....   | 2,381,048     |
| Number of tons of local freight carried.....  | 7,463,498     |
| Total tons of freight carried.....  | 9,844,534     |
| Total mileage of through freight (tons carried one mile).....   | 651,756,251   |
| Total mileage of local freight (tons carried one mile).....   | 1,111,872,126 |
| Total freight mileage, or tons carried one mile.....  | 1,763,628,377 |
| Average rate per ton per mile received for through freight, cents.....  | .80           |
| Average rate per ton per mile received for local freight, cents.....  | 1.27          |
| Average rate per ton per mile received for all freight, cents.....  | 1.10          |
| Percentage of freight originating at and carried to stations in Iowa, as compared with total freight carried in Iowa. (This should not include fuel or any material for the use of the road)..... | 16            |

## CAR MILEAGE.

|   |             |
|---|-------------|
| Number of miles run by loaded freight cars east and south.....  | 94,096,894  |
| Number of miles run by loaded freight cars west and north.....  | 96,836,247  |
| Number of miles run by empty freight cars east and south.....   | 83,274,313  |
| Number of miles run by empty freight cars west and north .....  | 81,773,144  |
| Total freight car mileage.....  | 255,980,598 |
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south..... | 26.12       |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north..... | 24.70       |

## SPEED OF TRAINS IN IOWA.

|   |    |
|---|----|
| Rate of speed of passenger trains, including stops, per hour..... | 26 |
| Rate of speed of freight trains, including stops, per hour.....   | 12 |

## TONNAGE OF ARTICLES TRANSPORTED.

|  | TONS.     | PER CENT. |
|--|-----------|-----------|
| Grain .....  | 1,280,184 | 13.00     |
| Flour .....  | 218,216   | 2.22      |
| Provisions (beef, pork, lard, etc.,).....                    | 102,450   | 1.04      |
| Animals .....  | 418,098   | 4.25      |
| Other agricultural products .....                            | 333,658   | 3.39      |
| Lumber and forest products .....                             | 1,170,657 | 11.89     |
| Coal .....   | 1,489,050 | 15.13     |
| Plaster, lime and cement .....                               | 91,196    | .93       |
| Salt .....   | 56,377    | .57       |
| Petroleum and oil.....                                       | 73,281    | .74       |
| Iron, steel and castings .....                               | 494,856   | 5.03      |
| Stone and brick, sand and clay.....                          | 254,146   | 2.58      |
| Manufactures—articles shipped from point of production ..... | 385,769   | 3.92      |
| Merchandise, and other articles not enumerated above .....   | 3,476,587 | 35.31     |
| Total tons carried.....                                      | 9,844,534 | 100       |

## TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT CLINTON, IOWA, FOR THE YEAR ENDING JUNE 30, 1887.

|                                 |           |
|---------------------------------|-----------|
| East bound, number of tons..... | 1,001,292 |
| West bound, number of tons..... | 670,298   |
| Total tons .....                | 1,671,590 |



## TONNAGE OF ARTICLES FORWARDED WITHIN THE STATE OF IOWA.

|  | TONS.     | PER<br>CENT. |
|--|-----------|--------------|
| Grain .....  | 387,724   | 25.68        |
| Flour .....  | 6,141     | .42          |
| Provisions (beef, pork, lard, etc.) .....                    | 26,545    | 1.83         |
| Animals .....  | 133,417   | 9.18         |
| Other agricultural products .....                            | 62,553    | 4.30         |
| Lumber and forest products .....                             | 153,267   | 10.54        |
| Coal .....   | 498,933   | 34.33        |
| Plaster, lime, cement .....                                  | 10,745    | .74          |
| Salt .....   | 531       | .04          |
| Petroleum and oil .....                                      | 5,178     | .36          |
| Iron, steel and castings .....                               | 7,893     | .54          |
| Stone and brick, sand and clay .....                         | 50,967    | 3.51         |
| Manufactures—articles shipped from point of production ..... | 14,400    | .99          |
| Merchandise and other articles not enumerated above .....    | 91,996    | 6.54         |
| Total tons carried .....                                     | 1,453,270 | 100          |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freight at the depot, or at the office of such express company? The American Express Company and United States Express Company. Rates are various. Express companies have no care of machinery or repairs. They do a miscellaneous business, restricted to articles properly belonging to express business. They deliver their freight into this company's cars.

## SLEEPING CARS.

Do sleeping, parlor, or dining-cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Sleeping-cars are run, owned by the Wagner Palace Car Company, which makes and collects the charges thereon. Dining-cars are run, on which the charges are 75 cents per meal. Parlor-cars are run, owned by this company, on which the charges are from 10 cents upward, according to the distance traveled.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings. New York Central Sleeping Car Company (now Wagner Palace Car Company), \$17,230.68 (for cars additional to regular supply).

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? Compensation for mail service is not permanently fixed. Service is ordered "subject to the rules and regulations of the department, and amount paid is dependent upon the weight of mail carried over each route.

What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? Service performed by employees, and not separated from other service.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? This company owns no telegraph line exclusively, but owns certain wires or rights in all lines.

What other company, if any, owns a telegraph on your right of way in Iowa, and how many miles do each own? All owned or controlled by Western Union Telegraph Company, about 1,148 miles.



## REPORT OF ACCIDENTS FOR IOWA, DURING THE YEAR ENDING JUNE 30, 1887.

## KILLED.

| DATE.        | NAME AND OCCUPATION.                 | PLACE.                      | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.   |
|--------------|--------------------------------------|-----------------------------|--|
| 1886.        |                                      |                             |  |
| July 15      | G. Pickering, boy.....               | Loveland.....               | Swinging out from step of coach in moving train, and struck a switch target; carelessness. |
| August 18    | Albert Nelson, child.....            | Odebolt.....                | Riding on brake-beam and fell under the wheels; carelessness.                              |
| August 24    | John W. Johnson, yardmaster.....     | Union Pacific Transfer..... | Fell off engine in motion and was run over; want of caution.                               |
| September 9  | Oliver Mosher, night yardmaster..... | Missouri Valley.....        | Uncoupling cars; foot caught in frog; want of caution.                                     |
| September 30 | John Boerman, boy.....               | Boone.....                  | Crossing track; was struck by train; want of caution.                                      |
| October 14   | E. Drewry, farmer.....               | Low Moor.....               | Supposed to have been getting on train and fell; carelessness.                             |
| November 9   | J. D. Miller.....                    | Montour.....                | Walking on track and struck by an engine; carelessness.                                    |
| December 8   | H. G. Eitman, brakeman.....          | Bertram.....                | Fell from top of car; want of caution.   |
| December 14  | George Smith, brakeman.....          | Duniap.....                 | Fell down between cars and was run over; want of caution.                                  |
| 1887.        |                                      |                             |  |
| January 5    | A. Smith, yardmaster.....            | Muchakinoock.....           | Fell while coupling two engines; want of caution.  |
| January 14   | A. E. Meeds, brakeman.....           | Ida Grove.....              | Coupling engine and car; fell; want of caution.  |
| January 18   | Ed. Lae, engineer.....               | Renwick.....                | Jumped from engine as it was derailed; accidental.   |
| February 26  | H. G. Lae, brakeman.....             | Quarry.....                 | Supposed to have been rubbed and placed on track; accidental.                              |
| March 16     | J. B. Erwin.....                     | Council Bluffs.....         | Car derailed on account of misplaced switch; accidental.                                   |
| March 26     | Nellie Lee, emigrant.....            | Council Bluffs.....         | Climbing out of car door; fell; run over; carelessness.                                    |
| May 11       | W. Goldworthy, stealing a ride.....  | Belle Plaine.....           | Knocked off car by spout of tank; want of caution.   |
| May 21       | G. B. Slater, brakeman.....          | Bertram.....                |  |

## INJURED.

|              |                                 |                             |   |
|--------------|---------------------------------|-----------------------------|---|
| 1886.        |                                 |                             |   |
| July 2       | J. Liebold, fireman.....        | Council Bluffs.....         | Getting on an engine in motion; three toes crushed; want of caution.  |
| July 2       | Fred Thompson, brakeman.....    | Belle Plaine.....           | Coupling engine to car; finger split; want of caution.  |
| July 6       | A. Goswell, boy.....            | Carroll.....                | Playing around cars; was caught between them; side injured; carelessness.                                       |
| July 7       | J. W. Shields, brakeman.....    | Des Moines.....             | Coupling engine to train; finger crushed; want of caution.  |
| July 12      | M. Steiner, laborer.....        | Mechanicsville.....         | Fell off hand-car in motion; left ankle crushed; want of caution.   |
| July 15      | E. B. Albright, brakeman.....   | Montour.....                | Coupling cars; head cut, and badly bruised; want of caution.  |
| July 17      | I. H. Davis.....                | Hawarden.....               | Coupling cars to engine; shoulder dislocated; want of caution.  |
| July 25      | Albert D. Gorham, brakeman..... | Molingona Bridge.....       | Struck by bridge; back bruised; want of caution.  |
| July 26      | E. E. Goodhue.....              | Near Fairfax.....           | Stealing a ride; fell off train; arm broken and bruised; carelessness.  |
| July 28      | William Miller, plumber.....    | Cedar Rapids.....           | Jumped off train in motion; toe cut off; carelessness.  |
| July 28      | Louise Fattman, tramp.....      | Molingona.....              | Trying to get on box car; foot caught between draft irons; foot badly bruised; carelessness.                    |
| August 3     | Israel Elliott, passenger.....  | Ames.....                   | Stepping off coach; he fell; right side bruised; want of caution.   |
| August 3     | L. Seeling, engineer.....       | Clinton.....                | Piece of iron fell on his foot; left instep bruised; want of caution.   |
| August 6     | A. H. Smith, brakeman.....      | Belle Plaine.....           | Walked into a privy vault near track; one rib broken; want of caution.  |
| August 7     | John Hamilton, switchman.....   | Clinton.....                | End door of a car fell on him; side bruised; want of caution.   |
| August 10    | Anna M. Wheeler, child.....     | Near Colo.....              | Standing on track; struck by an engine; hip bruised; carelessness.  |
| August 19    | David Faust, no occupation..... | Norway.....                 | Getting on train in motion; toes run over; carelessness.  |
| August 19    | E. Murray, laborer.....         | Clinton.....                | Unloading coal from a car when another car collided with it; back and hip bruised; accidental.                  |
| August 23    | M. Lee, laborer.....            | Marshalltown.....           | Working on track; struck by engine while attempting to get another man off the track; arm and shoulder bruised. |
| August 23    | S. Halverson, laborer.....      | Marshalltown.....           | Working on track; struck by engine; leg broken and body bruised; want of caution.                               |
| August 24    | F. Chase, switchman.....        | Union Pacific Transfer..... | Fell off engine in motion and run over; badly bruised; want of caution.   |
| September 7  | Mrs. M. Buckey, passenger.....  | Sheldahl.....               | Was alighting from coach when train started throwing her from the ground; leg broken; want of caution.          |
| September 9  | E. C. Johnson, brakeman.....    | Ames.....                   | Uncoupling engine from cars; finger bruised; want of caution.   |
| September 15 | F. Davis, brakeman.....         | Tama.....                   | Coupling engine to way car; finger crushed; want of caution.  |
| September 15 | H. Romback, fireman.....        | Tama.....                   | Getting on engine in motion; two toes amputated; want of caution.   |
| September 15 | John Christian, laborer.....    | Colo.....                   | Fell while getting on train in motion; head bruised; want of caution.   |
| September 22 | W. F. Bullock, conductor.....   | Carroll.....                | Coupling cars; finger smashed; want of caution.   |
| September 25 | M. A. Lease, fireman.....       | Siding.....                 | Jumped from engine to escape collision; shoulder bruised; want of caution.                                      |
| September 25 | W. Irving, engineer.....        | Siding.....                 | Jumped from engine to escape collision; skull fractured; want of caution.                                       |
| September 28 | W. McVay, brakeman.....         | West Side.....              | Climbing up, ladder ring pulled out; hip and side bruised; want of caution.                                     |
| September 30 | F. Tutthill, brakeman.....      | Stanwood.....               | Collision of trains; hip bruised; want of caution.  |
| September 30 | Thos. Keefe, engineer.....      | Stanwood.....               | Jumped from engine to escape collision; breast bruised; want of caution.  |
| September 30 | Dan Higgins, buttermaker.....   | Quarry.....                 | Stealing ride; jumped off train in motion; ankle sprained; carelessness.  |
| September 30 | J. M. Baxter, fireman.....      | Stanwood.....               | Collision of cars on account of misplaced switch; back sprained; want of caution.                               |
| September 30 | G. A. Wheeler, switchman.....   | Clinton.....                | Coupling way cars; finger crushed; want of caution.   |
| October 1    | W. J. Blank, brakeman.....      | Jewell Junction.....        | Coupling cars; fingers bruised; want of caution.  |
| October 4    | J. M. Donovan, brakeman.....    | Marshalltown.....           | Coupling cars; two fingers crushed; want of caution.  |
| October 7    | C. Spornan, laborer.....        | Clinton.....                | Riding on engine pilot; he slipped off; two toes amputated; want of caution.                                    |
| October 11   | P. Schwartz, coal heaver.....   | Lamoille.....               | Car door fell on him; collar bone broken; want of caution.  |
| October 16   | E. Swales, switchman.....       | Clinton.....                | Coupling cars; body squeezed; want of caution.  |



## REPORT OF ACCIDENTS FOR IOWA—CONTINUED.

## INJURED.

| DATE.       | NAME AND OCCUPATION.         | PLACE.          | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.   |
|-------------|------------------------------|-----------------|--|
| 1886.       |                              |                 |  |
| October 19  | Chas. Hall, cigar-maker      | Wheatland       | Stealing ride; fell on getting on train in motion; foot amputated; carelessness.                                 |
| October 20  | J. Hannigan, switchman       | Clinton         | Coupling cars; hand bruised; want of caution.  |
| October 21  | W. Keefe, switchman          | Boone           | Coupling cars; fingers and thumb mashed; want of caution.  |
| October 24  | J. E. Murphy, brakeman       | Boone           | Fell from cupola of caboose while putting up lights; ankle sprained; want of caution.                            |
| October 27  | W. J. Thompson, brakeman     | Belle Plaine    | Coupling engine to car; hand bruised; want of caution.   |
| October 28  | Frank Coake, brakeman        | State Center    | Coupling engine to car; finger pinched; want of caution.   |
| October 29  | John Blade, conductor        | Whitman         | Coupling cars; finger crushed; want of caution.  |
| October 30  | F. A. O'Brien, brakeman      | Castana         | Knocked off car by a gravel plow; bruised generally; want of caution.  |
| October 31  | Fred Moore, conductor        | Grand Junction  | Fell between cars and was run over; arm amputated; want of caution.  |
| November 4  | E. Kendall, brakeman         | Webster City    | Uncoupling cars; fell off engine; one leg amputated and arm broken and other leg badly injured; want of caution. |
| November 9  | J. H. Phillips, brakeman     | East Clinton    | Coupling way cars; thumb crushed; want of caution.   |
| November 10 | J. S. McNamara, switchman    | Eagle Grove     | Coupling cars; finger amputated; want of caution.  |
| November 12 | J. Weidman, conductor        | What Cheer      | Uncoupling cars from engine; thumb crushed; want of caution.   |
| November 13 | J. Springer, brakeman        | Battle Creek    | Coupling cars; finger bruised; want of caution.  |
| November 15 | W. Adams, hotel runner       | Carroll         | Climbing between cars; bruised generally; carelessness.  |
| November 17 | C. E. Elmwachter, conductor  | Fairfax         | Struck by snow plow; leg broken; want of caution.  |
| November 17 | Jesse Hall, sectionman       | Carroll         | Was on top of car and was struck by tank spout; head bruised; want of caution.                                   |
| November 18 | A. F. Hewitt, brakeman       | Dow City        | Coupling cars; three fingers amputated; want of caution.   |
| November 26 | Frank Murphy, switchman      | Belle Plaine    | Coupling engine to car; three fingers amputated; want of caution.  |
| November 28 | B. Dreyer, brakeman          | Scranton        | Coupling cars; finger amputated; want of caution.  |
| December 1  | E. E. Walton, brakeman       | What Cheer      | Coupling cars to engine; finger crushed; want of caution.  |
| December 1  | G. McFarlan, brakeman        | Tama            | Coupling cars; finger amputated; want of caution.  |
| December 2  | W. M. Johnson, switchman     | Belle Plaine    | Coupling cars and engine; finger broken; want of caution.  |
| December 2  | O. F. Hill, school teacher   | Belle Plaine    | Crossing tracks between cars; foot bruised; carelessness.  |
| December 4  | W. B. Hanna, brakeman        | Eagle Grove     | Coupling cars; finger bruised; want of caution.  |
| December 5  | L. P. Kirby, brakeman        | Boone           | Coupling engine to cars; finger amputated; want of caution.  |
| December 6  | A. Anderson, brakeman        | Carroll         | Coupling cars; thumb amputated; want of caution.   |
| December 6  | H. Anderson, conductor       | Jewell Junction | Coupling cars; thumb mashed; want of caution.  |
| December 6  | T. J. McCullon, brakeman     | Nevada          | Coupling cars; finger broken; want of caution.   |
| December 7  | C. A. Boon                   | Hawarden        | Coupling cars; acted as volunteer; finger broken; want of caution.   |
| December 10 | H. Young, brakeman           | Lisbon          | Coupling engine to cars; finger amputated; want of caution.  |
| December 12 | John Finch, switchman        | Eagle Grove     | Stepped off cars on piece of ice, spraining his foot; want of caution.   |
| December 15 | G. R. Merritt, brakeman      | Belle Plaine    | Jumping off car; struck bolt on car; knee bruised; want of caution.  |
| December 20 | F. H. Thornton, conductor    | Slater Siding   | Coupling cars; finger bruised; want of caution.  |
| December 22 | E. F. Kneeland, conductor    | Belle Plaine    | Getting on caboose in motion; fell; shoulder bruised; want of caution.   |
| December 23 | A. W. Bailey, brakeman       | Kingsley        | Foot caught under snow plow; foot sprained; want of caution.   |
| December 30 | W. L. Erwin, brakeman        | Belle Plaine    | While coupling cars; fingers lacerated; want of caution.   |
| 1887.       |                              |                 |  |
| January 1   | T. F. Casey, fireman         | Molingona       | Jumped off engine to avoid collision; leg sprained; want of caution.   |
| January 2   | P. McManus, engineer         | Molingona       | Caught between tender and cab; leg, face and arm cut; want of caution.   |
| January 4   | G. E. Stevens, fireman       | Grand Junction  | Jirked into manhole of tank; severe cut in groin; want of caution.   |
| January 6   | John Stewart, switchman      | Des Moines      | Coupling cars mitten stuck to link; finger broken; want of caution.  |
| January 7   | C. O. Rouse, switchman       | Tiga            | Coupling cars; finger amputated; want of caution.  |
| January 12  | D. V. Wolek, switchman       | Hawarden        | Coupling engine and car; collar bone broken; want of caution.  |
| January 18  | L. Zeigenfus, engineer       | Quigley         | Engine derailed by snow drift; bruised generally; accidental.  |
| January 18  | Michael Tracy, fireman       | Quigley         | Train wrecked by broken rail; limbs and side bruised; accidental.  |
| January 20  | W. Turney, switchman         | Belle Plaine    | Coupling engine to car; right thumb broken; want of caution.   |
| January 20  | R. A. Castle, brakeman       | Wall Lake       | Hand car jumped track; collar bone fractured; accidental.  |
| January 20  | Albert Kiefer, sectionman    | Wall Lake       | Hand car jumped track; scalp wound; accidental.  |
| January 21  | J. W. Gibbs, switchman       | Eagle Grove     | Coupling cars in motion; one finger amputated, three crushed; want of caution.                                   |
| January 21  | John Hollis, switchman       | Belle Plaine    | Getting on car in motion; knee cap dislocated; want of caution.  |
| January 26  | E. Dailey, switchman         | Hawarden        | Left thumb crushed while coupling; amputated; want of caution.   |
| January 27  | Mrs. J. Deminger             | Lowden          | Deaf, walking on track; was struck; slightly bruised; carelessness.  |
| January 31  | Ben Drewry, brakeman         | Carroll         | Uncoupling cars; thumb crushed; want of caution.   |
| February 3  | C. B. Boley, track repairer  | Sac City        | Fell off tank ladder; collar bone broken; want of caution.   |
| February 4  | W. M. Roberts, brakeman      | Cedar Rapids    | Setting brake chain slipped off; thigh wrenched; want of caution.  |
| February 5  | Jay Stone, stealing a ride   | Wall Lake       | Getting on train in motion; right foot amputated; carelessness.  |
| February 5  | Jas. Dillon, switchman       | Clinton         | Getting on train in motion; ruptured; want of caution.   |
| February 7  | Geo. Leisher, brakeman       | Odebolt         | Coupling cars; three fingers crushed; want of caution.   |
| February 16 | A. Wallbridge, brakeman      | Alton           | Uncoupling cars; foot caught; ankle sprained; want of caution.   |
| February 17 | R. A. Castle, brakeman       | Des Moines      | Uncoupling engine from coach; finger broken; want of caution.  |
| February 20 | John Masterson, engineer     | Marshalltown    | Jumped to avoid collision; ankle sprained; want of caution.  |
| February 26 | B. Bram, engineer            | Quarry          | Jumped to avoid collision; head and hand cut; want of caution.   |
| February 26 | C. Tussing, engineer         | Quarry          | Jumped to avoid collision; right arm bruised; want of caution.   |
| February 26 | John Pierson, fireman        | Quarry          | Collision of trains; back injured; want of caution.  |
| February 27 | Robert Porter, trespasser    | Ogden           | Jumped off train in motion; foot crushed; want of caution.   |
| February 28 | J. E. Beal, switchman        | Hawarden        | Uncoupling cars; hip bruised; want of caution.   |
| February 28 | Thomas Haggins, brakeman     | Whitman         | Train broke and two parts collided; legs and arms badly bruised; want of caution.                                |
| March 1     | A. B. Wilson, stockman       | Missouri Valley | Caught between two trains; hip and head hurt; want of caution.   |
| March 2     | Stephen Nelson, coal heaver  | Bradgate        | Hand caught in coal house derrick cogs; little finger crushed; want of caution.                                  |
| March 3     | J. M. Harvey, brakeman       | Cedar Rapids    | Fell from ladder of car; shoulder sprained; want of caution.   |
| March 5     | W. F. Collins, brakeman      | Stanwood        | Stepped into manhole of engine; laceration of testicles; want of caution.  |
| March 9     | John Mulvihill, brakeman     | Missouri Valley | Coupling cars; two fingers and thumb mashed; want of caution.  |
| March 9     | John Fay, brakeman           | Lake City       | Uncoupling snow plow from car; ankle sprained; want of caution.  |
| March 11    | John Kitteringham, switchman | Missouri Valley | Uncoupling cars; foot caught; right hand crushed; want of caution.   |



# REPORT OF ACCIDENTS FOR IOWA—CONTINUED.

## INJURED.

| DATE  | NAME AND OCCUPATION.                        | PLACE.                    | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.  |
|-------|---|---------------------------|---|
| March | 16 H. Cummings, brakeman.....               | What Cheer.....           | Uncoupling engine from train; right thumb amputated; want of caution.                                   |
| March | 16 W. Clark, brakeman.....                  | Eagle Grove.....          | Coupling engine to car; left finger broken; want of caution.  |
| March | 21 Fred Rohilky, brakeman.....              | Lyons.....                | Coupling cars; finger mashed; want of caution.  |
| March | 25 C. Newcomb, switchman.....               | Eagle Grove.....          | Coupling cars; left finger mashed; want of caution.   |
| March | 25 A. Carlson, emigrant.....                | Council Bluffs.....       | Car derailed; misplaced switch; bruised generally; accidental.  |
| March | 26 Peter Leaf, emigrant.....                | Council Bluffs.....       | Car derailed; misplaced switch; bruised generally; accidental.  |
| March | 28 John Comrell, brakeman.....              | Tama.....                 | Coupling cars to engine; finger bruised; want of caution.   |
| March | 29 Bert Much, switchman.....                | Council Bluffs.....       | Squeezed between car and platform; hip and back hurt; want of caution.                                  |
| March | 31 W. A. Porter, section foreman.....       | Denison.....              | Unloading car; fell out of car door; right arm broken; want of caution.                                 |
| April | 4 Abe Pettit, brakeman.....                 | Whitten.....              | Coupling cars; thumb broken; want of caution.   |
| April | 7 Harry Roberts.....                        | Belle Plaine.....         | Collision of trains; elbow and knee bruised; want of caution.   |
| April | 9 John Preston, brakeman.....               | Odebolt.....              | Jumped off way car and fell; left foot bruised; want of caution.  |
| April | 16 O. H. Mitchell, brakeman.....            | Cedar Rapids.....         | Coupling engine to car; finger lacerated; want of caution.  |
| April | 20 Asalina Madson, wife of coal heaver..... | Stanwood.....             | Crossing tracks; struck; right arm amputated; want of caution.  |
| April | 20 A. McBride, conductor.....               | Maple River Junction..... | Getting on car; slipped; five toes amputated; want of caution.  |
| April | 22 W. G. Anderson, machinist.....           | Boone.....                | Hand caught in belt of lathe; finger mashed; want of caution.   |
| April | 24 W. Blake, fireman.....                   | Burt.....                 | Fell off engine in motion; left toes mashed; want of caution.   |
| April | 25 Dell Perkins.....                        | Council Bluffs.....       | Walking on track; was run over; right arm amputated; carelessness.                                      |
| April | 26 F. Frehar, laborer.....                  | Clinton.....              | Fell over rail in engine house; knee sprained; want of caution.   |
| May   | 4 Alber Malden, boy.....                    | Gildden.....              | Horse became frightened at a car and ran, throwing him under cars; left leg amputated; want of caution. |
| May   | 12 Sadie Jacobs.....                        | Alton.....                | Thrown down by shock of cars colliding; head injured; want of caution.                                  |
| May   | 14 A. Harlan, switchman.....                | Belle Plaine.....         | Coupling cars; head injured; want of caution.   |
| May   | 14 H. Peterson, section foreman.....        | Council Bluffs.....       | Collision of train with hand car; right leg broken; want of caution.                                    |
| May   | 18 E. McGinnis, switchman.....              | Belle Plaine.....         | Coupling cars; finger amputated; want of caution.   |
| May   | 25 F. Feris, stealing a ride.....           | Marshalltown.....         | Fell while getting on train; right leg crushed; carelessness.   |
| May   | 25 C. D. Stowers, brakeman.....             | Eagle Grove.....          | Coupling engine to car; finger crushed; want of caution.  |
| May   | 26 J. McCullough.....                       | Des Moines.....           | Coupling cars; finger amputated; want of caution.   |
| May   | 27 J. M. Dodds, conductor.....              | Sac City.....             | Stepping off coach in motion; knee dislocated; want of caution.   |
| May   | 30 J. Henfill, brakeman.....                | Luzerne.....              | Coupling cars; finger amputated; want of caution.   |
| June  | 1 Seth Delate, switchman.....               | Boone.....                | Coupling car to way-car; side and arm bruised; want of caution.   |
| June  | 8 J. Berg, laborer.....                     | Clinton.....              | Sheet iron fell on him; ruptured back and ankle hurt.   |
| June  | 15 Michael Doyle, boiler-maker.....         | Clinton.....              | Fellow workman struck him; finger broken.   |
| June  | 17 W. Clark, brakeman.....                  | Manning.....              | Coupling engine to car; finger bruised; want of caution.  |
| June  | 18 C. E. Boswell, conductor.....            | Moingona.....             | Fell out of a caboose in motion; scalp wound; want of caution.  |
| June  | 25 P. J. Jansen, section man.....           | Burt.....                 | Fell off hand car; foot run over; foot bruised; want of caution.  |



## TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT.                             | KILLED.    |            |         | INJURED.    |            |         |
|--|------------|------------|---------|-------------|------------|---------|
|  | Passenger. | Employees. | Others. | Passengers. | Employees. | Others. |
| Derailments.....                               | 1          | 1          | 1       | 2           | 4          | 1       |
| Collisions.....                                | 1          | 1          | 1       | 1           | 1          | 1       |
| Caught in frogs, guard rails, or switches..... | 1          | 1          | 1       | 1           | 1          | 1       |
| Coupling cars.....                             | 1          | 1          | 1       | 1           | 1          | 1       |
| Falling from trains.....                       | 1          | 1          | 1       | 1           | 1          | 1       |
| Getting on and off trains.....                 | 1          | 1          | 1       | 1           | 1          | 1       |
| Highway crossings.....                         | 1          | 1          | 1       | 1           | 1          | 1       |
| Miscellaneous.....                             | 1          | 1          | 1       | 1           | 1          | 1       |
| Overhead obstruction.....                      | 1          | 1          | 1       | 1           | 1          | 1       |
| Stealing rides.....                            | 1          | 1          | 1       | 1           | 1          | 1       |
| Trespassers on track.....                      | 1          | 1          | 1       | 1           | 1          | 1       |
| Total.....                                     | 1          | 10         | 7       | 5           | 125        | 10      |

## SUMMARY OF ACCIDENTS FOR IOWA.

|  |     |
|--|-----|
| Number of persons killed during the year.....                          | 16  |
| Number of persons injured during the year.....                         | 149 |
| Number of casualties purely accidental during the entire year.....     | 16  |
| Number resulting from lack of caution, carelessness or misconduct..... | 137 |
| Number of trespassers on track killed.....                             | 3   |
| Number of trespassers on track injured.....                            | 5   |
| Number of tramps or others stealing rides killed or injured.....       | 10  |

## OFFICERS OF THE COMPANY, WITH LOCATION.

President—M. Hughitt, Chicago, Ill.  
 Vice-President—M. L. Sykes, New York, N. Y.  
 Secretary—M. L. Sykes, New York, N. Y.  
 Treasurer—M. L. Sykes, New York, N. Y.  
 General Manager—M. Hughitt, Chicago, Ill.  
 General Superintendent—C. C. Wheeler, Chicago, Ill.  
 Assistant General Superintendents—S. Sanborn, Chicago, Ill.; Peter Hollenbeck, Winona, Minn.  
 Division Superintendents—E. J. Cuyler, Chicago, Ill.; Chas. Murray, Chicago, Ill.; H. G. Burt, Boone, Iowa; M. Hopkins, Eagle Grove, Iowa; Walter A. Scott, Baraboo, Wis.; W. B. Linsley, Escanaba, Mich.; W. P. Cosgrove, Winona, Minn.; J. S. Oliver, Huron, Dakota.  
 Chief Engineer—E. H. Johnson, Chicago, Ill.  
 Superintendent of Telegraph—G. H. Thayer, Chicago, Ill.  
 Auditor—J. B. Redfield, Chicago, Ill.  
 General Passenger Agent—E. P. Wilson, Chicago, Ill.  
 General Freight Agent—H. R. McCollough, Chicago, Ill.  
 General Counsel—W. C. Goudy, Chicago, Ill.

## DIRECTORS NAME AND POST-OFFICE ADDRESS.

A. G. Dulman, New York, N. Y.  
 David P. Kimball, Boston, Mass.  
 Chauncey M. Depew, New York, N. Y.  
 Samuel F. Barger, New York, N. Y.  
 Albert Keep, Chicago, Ill.  
 M. L. Sykes, New York, N. Y.  
 Horace Williams, Clinton, Iowa.  
 D. O. Mills, New York, N. Y.  
 John M. Burke, New York, N. Y.  
 Marvin Hughitt, Chicago, Ill.  
 N. K. Fairbank, Chicago, Ill.  
 W. L. Scott, Erie, Pa.  
 Percy R. Pyne, New York, N. Y.  
 F. W. Vanderbilt, New York, N. Y.  
 W. K. Vanderbilt, New York, N. Y.  
 H. McK. Twombly, New York, N. Y.  
 John I. Blair, Blairstown, N. J.

Date of annual meeting of stockholders, first Thursday in June.

Fiscal year of company ends May 31st.

General offices of the company are located at Chicago, Ill.

STATE OF ILLINOIS,  
COUNTY OF COOK, } ss.

Marvin Hughitt, President, and J. B. Redfield, Auditor, of the Chicago & Northwestern Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, on the thirtieth day of June, A. D. 1887, to the best of their knowledge and belief.

(Signed)

M. HUGHITT.  
J. B. REDFIELD.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 29th day of August, A. D. 1887.

J. F. CLEVELAND,  
Notary Public.

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 31st day of August, A. D. 1887.

W. W. AINSWORTH,  
Secretary.



## REPORT

OF THE

## CHICAGO, ROCK ISLAND &amp; PACIFIC RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

## CAPITAL STOCK.

|  |                  |
|--|------------------|
| Amount authorized by articles of association.....      | \$ 50,000,000.00 |
| Amount authorized by vote of the company .....         | 41,960,000.00    |
| Number of shares issued, 419,600; amount paid in.....  |                  |
| Amount of common stock issued.....                     | \$ 41,960,000.00 |
| Total amount paid in, as per books of the company..... | \$ 41,960,000.00 |

|  |               |
|--|---------------|
| Total miles owned by company .....                 | 1,121         |
| Amount of stock per mile of road.....              | 37,430.00     |
| Amount of stock representing the road in Iowa..... | 34,503,771.63 |
| Amount of stock held in Iowa.....                  | 204,700.00    |
| Total number of stockholders .....                 | 3,340         |
| Number of stockholders in Iowa.....                | 21            |

## DEBT.

## Funded debt as follows:

|   |                  |
|---|------------------|
| Bonds due July 1, 1917; rate of interest 6 per cent.....    | \$ 12,500,000.00 |
| Amount of interest paid on same during the year .....       | \$ 726,000.00    |
| Bonds due November 1, 1899; rate of interest 7 per cent.... | 5,000,000.00     |
| Amount of interest paid on same during the year.....        | 350,000.00       |
| Bonds due July 1, 1904; rate of interest 5 per cent.....    | *10,860,000.00   |
| Amount of interest paid on same during the year .....       | 361,055.52       |
| Total amount of funded debt.....                            | \$ 28,360,000.00 |
| Total amount of debt liabilities.....                       | \$ 28,360,000.00 |
| Amount of debt per mile of road.....                        | \$ 15,611.00     |
| Amount of debt representing the road in Iowa.....           | 11,858,161.17    |
| Total amount of stock and debt.....                         | 70,320,000.00    |
| Total amount of stock and debt per mile of road.....        | 53,041.06        |
| Amount of interest paid representing the road in Iowa.....  | 729,107.58       |

\* These bonds are secured by bonds issued by the Wisconsin, Minnesota & Pacific Railway Company, St. Joseph and Iowa Railroad Company, Chicago, Kansas & Nebraska Railway Company, and not being a direct lien on the Chicago, Rock Island & Pacific Railway Company's property are not included in the average bonded debt per mile as shown on the next page.

## COST OF ROAD AND EQUIPMENT.

|  |                  |
|--|------------------|
| Construction of road and branches (not reported separately):         |                  |
| Grading.....   | 53,693,220.40    |
| Bridging and masonry .....   |                  |
| Superstructure, including rails.....                                 |                  |
| Passenger and freight stations, coal sheds, and water stations ..... |                  |
| Total expended for construction .....                                | \$ 53,693,220.40 |
| Average cost of construction per mile of road (1,121 miles).....     | \$ 47,862.37     |
| Proportion of cost of construction for Iowa.....                     | 35,976,456.25    |

## COST OF EQUIPMENT.

|   |                  |
|---|------------------|
| Locomotives .....   | 7,898,470.04     |
| Snow-plows on wheels .....  |                  |
| Passenger, mail, baggage and express cars.....                                      |                  |
| Parlor, dining, and sleeping cars.....  |                  |
| Freight and other cars .....  |                  |
| Wrecking cars, pile-drivers, and tools.....   |                  |
| Total for equipment.....  | \$ 7,898,470.04  |
| Average cost of equipment per mile of road operated by company (1,383.2 miles)..... | 5,706.16         |
| Proportion of cost of equipment for Iowa .....                                      | 5,259,938.29     |
| Total cost of road and equipment.....   | \$ 60,991,690.44 |
| Average cost of road and equipment per mile (1,121 miles).....                      | \$ 54,408.29     |
| Proportion of cost of road and equipment for Iowa.....                              | 41,328,537.08    |
| Average cost of road and equipment per mile in Iowa (759.60 miles).....             | 54,408.29        |

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL STOCK AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|   |               |
|---|---------------|
| Bridging and masonry .....  | \$ 393,933.01 |
| Land, land damages .....  | 28,457.13     |
| Engineering, agencies, salaries, and other expenses during construction.... | 6,268.79      |
| Fencing .....   | 4,053.21      |
| Total for construction .....  | \$ 432,712.14 |

## EQUIPMENT.

|  |               |
|--|---------------|
| Locomotives .....                                    | \$ 81,793.28  |
| New snow plows.....                                  |               |
| Passenger, mail, baggage and express cars.....       |               |
| Parlor, dining and sleeping cars.....                |               |
| Freight and other cars .....                         |               |
| Wrecking-cars, pile-drivers and tools .....          |               |
| Total expenditures charged to property account ..... | \$ 514,565.32 |



## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                      | THROUGH.        | LOCAL.          | TOTAL.          |
|----------------------|-----------------|-----------------|-----------------|
| July, 1886.....      | \$ 101,083.13   | \$ 159,454.09   | \$ 260,537.22   |
| August, 1886.....    | 97,439.09       | 197,181.95      | 294,621.04      |
| September, 1886..... | 131,717.01      | 206,226.70      | 337,943.71      |
| October, 1886.....   | 104,124.07      | 163,298.25      | 267,422.32      |
| November, 1886.....  | 79,937.91       | 140,349.33      | 220,287.24      |
| December, 1886.....  | 70,876.32       | 140,994.53      | 211,870.85      |
| January, 1887.....   | 58,949.88       | 125,651.73      | 184,601.61      |
| February, 1887.....  | 59,375.49       | 127,580.22      | 186,955.71      |
| March, 1887.....     | 105,578.45      | 154,297.48      | 259,875.93      |
| April, 1887.....     | 105,341.30      | 142,932.14      | 248,273.44      |
| May, 1887.....       | 94,715.93       | 153,500.15      | 248,216.08      |
| June, 1887.....      | 89,627.90       | 169,419.69      | 259,047.59      |
| Totals.....          | \$ 1,098,166.48 | \$ 1,852,886.16 | \$ 2,951,052.64 |

## FROM TRANSPORTATION OF FREIGHT.

|                      | THROUGH.        | LOCAL.          | TOTAL.          |
|----------------------|-----------------|-----------------|-----------------|
| July, 1886.....      | \$ 420,163.45   | \$ 249,469.42   | \$ 669,632.87   |
| August, 1886.....    | 385,318.31      | 336,243.15      | 721,561.46      |
| September, 1886..... | 416,019.67      | 347,698.46      | 763,718.13      |
| October, 1886.....   | 445,729.22      | 338,818.56      | 784,547.78      |
| November, 1886.....  | 380,650.69      | 308,728.11      | 689,378.80      |
| December, 1886.....  | 337,850.47      | 292,513.60      | 630,364.07      |
| January, 1887.....   | 292,392.79      | 252,264.55      | 544,657.34      |
| February, 1887.....  | 372,367.08      | 217,882.55      | 590,249.63      |
| March, 1887.....     | 545,263.32      | 347,520.67      | 892,783.99      |
| April, 1887.....     | 338,333.61      | 221,967.22      | 560,300.83      |
| May, 1887.....       | 352,550.08      | 253,256.43      | 605,806.51      |
| June, 1887.....      | 442,850.73      | 268,031.74      | 710,882.47      |
| Totals.....          | \$ 4,689,449.42 | \$ 3,434,292.53 | \$ 8,123,741.95 |

## MONTHLY EARNINGS—FROM ALL OTHER SOURCES.

|                      | MAILS.        | EXPRESS.<br>AND EXTRA<br>BAGGAGE. | MISCELLA-<br>NEOUS. | TOTAL.        |
|----------------------|---------------|-----------------------------------|---------------------|---------------|
| July, 1886.....      | \$ 15,627.71  | \$ 17,091.89                      | \$ 14,048.40        | \$ 46,768.00  |
| August, 1886.....    | 15,627.71     | 15,191.93                         | 14,626.30           | 45,445.94     |
| September, 1886..... | 15,627.71     | 14,719.09                         | 16,196.75           | 46,543.55     |
| October, 1886.....   | 15,627.71     | 23,183.33                         | 14,926.94           | 53,737.98     |
| November, 1886.....  | 15,627.71     | 14,683.02                         | 11,148.01           | 41,458.74     |
| December, 1886.....  | 15,627.71     | 17,919.56                         | 9,747.81            | 43,324.58     |
| January, 1887.....   | 15,627.71     | 21,079.24                         | 9,889.67            | 46,596.62     |
| February, 1887.....  | 15,627.71     | 13,070.81                         | 8,251.01            | 36,949.53     |
| March, 1887.....     | 15,627.71     | 14,264.46                         | 12,934.46           | 42,826.63     |
| April, 1887.....     | 15,627.71     | 14,375.21                         | 9,258.28            | 39,261.20     |
| May, 1887.....       | 15,627.71     | 18,888.12                         | 11,169.72           | 45,685.55     |
| June, 1887.....      | 15,627.71     | 16,944.88                         | 12,181.51           | 44,754.10     |
| Totals.....          | \$ 187,239.80 | \$ 201,440.54                     | \$ 144,378.36       | \$ 533,058.70 |

## ANALYSIS OF EARNINGS.

|   |                 |
|---|-----------------|
| Earnings, passenger:                          |                 |
| From local passengers.....                    | \$ 1,852,586.16 |
| From through passengers.....                  | 1,098,166.48    |
| From all passengers.....                      | \$ 2,951,052.64 |
| From express and baggage.....                 | 201,440.54      |
| From mails.....                               | 187,239.80      |
| From other sources, passenger department..... | 144,378.36      |
| Total earnings, passenger department.....     | \$ 3,484,111.34 |

Earnings per train mile run, 2,774.315 miles.....\$ 1.26

|  |                 |
|--|-----------------|
| Earnings, freight:                     |                 |
| From local.....                        | \$ 3,434,292.53 |
| From through.....                      | 4,689,449.42    |
| Total earnings freight department..... | \$ 8,123,741.95 |

Earnings per train mile run, 60,338.98 miles.....\$ 1.34

|   |                                  |
|---|----------------------------------|
| Earnings per train mile run, from all trains earning revenue,<br>8,808.213 miles..... | 1.32                             |
| *Proportion of earnings for Iowa.....   | \$ 6,964,711.97—\$ 11,607,853.29 |
| Rents received for use of road.....   | 181,526.23                       |
| Car mileage (credit balances).....  | 240,591.74                       |
| Exchange, interest and discount.....  | 386,687.73                       |
| Telegraph earnings.....   | 8,260.26                         |
| Total earnings from all sources.....  | \$ 12,424,919.25                 |

Earnings per mile of road operated, 1,384 2-10 miles.....\$ 8,415.96

Proportion of earnings for Iowa.....7,454,951.55

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|   |                 |
|---|-----------------|
| Repairs of road-bed and track.....                            | \$ 928,571.98   |
| Renewal of rails.....   | 181,865.55      |
| Renewal of ties.....  | 322,537.28      |
| Repairs of bridges, including culverts and cattle-guards..... | 281,362.68      |
| Repairs of fences, road-crossings and signs.....              | 76,027.21       |
| Repairs of buildings, stations and water-tanks.....           | 170,565.40      |
| Total.....  | \$ 1,960,930.10 |

## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                |                 |
|--------------------------------|-----------------|
| Repairs of locomotives.....    | \$ 364,850.40   |
| Repairs of passenger cars..... | 109,753.46      |
| Repairs of freight cars.....   | 547,809.85      |
| Total.....                     | \$ 1,022,413.71 |

NOTE—Total transportation earnings, in report last year, omitted here.



## CLASS 3.—CONDUCTING TRANSPORTATION.

|   |                 |
|---|-----------------|
| Fuel for locomotives.....                           | \$ 641,204.13   |
| Water supply.....                                   | 91,201.50       |
| Oil and waste.....                                  | 44,884.42       |
| Locomotive service.....                             | 727,181.60      |
| Passenger train service.....                        | 154,472.70      |
| Passenger train supplies.....                       | 25,116.91       |
| Mileage of passenger cars (debit balance).....      | 16,965.14       |
| Dining-car expenses.....                            | 110,000.25      |
| Freight train service.....                          | 845,523.78      |
| Freight train supplies.....                         | 38,903.07       |
| Mileage of freight cars (debit balance).....        | 241,333.14      |
| Telegraph expenses (maintenance and operating)..... | 128,130.10      |
| Damage and loss of freight and baggage.....         | 27,583.13       |
| Damages to property and cattle.....                 | 78,108.05       |
| Personal injuries.....                              | 49,329.38       |
| Agents and station service.....                     | 938,478.47      |
| Station supplies.....                               | 93,561.45       |
| Total.....  | \$ 3,742,589.38 |

## CLASS 4.—GENERAL EXPENSES.

|  |                 |
|--|-----------------|
| Salaries of general officers and clerks..... | \$ 240,027.82   |
| Legal expenses.....                          | 40,843.37       |
| Stationery, printing and books.....          | 76,826.38       |
| Outside agencies and advertising.....        | 841,153.96      |
| Contingencies.....                           | 67,296.47       |
| Taxes in Iowa.....                           | \$ 181,118.17   |
| Taxes in other States.....                   | 213,202.65      |
| Total taxes.....                             | 394,320.82      |
| Total.....                                   | \$ 1,160,282.32 |

## RECAPITULATION OF EXPENSES.

|   |                 |
|---|-----------------|
| Maintenance of way and buildings.....   | \$ 1,960,930.10 |
| Maintenance of motive power and cars.....   | 1,082,413.71    |
| Conducting transportation.....  | 3,742,589.38    |
| General expenses, including taxes.....  | 1,160,282.32    |
| Total operating expenses and taxes.....   | \$ 7,946,195.51 |
| Operating expenses and taxes per mile of road operated<br>(1,381.02 miles).....                       | \$ 5,740.64     |
| Operating expenses and taxes per train mile run, for trains<br>earning revenue (8,808,213 miles)..... | 0.90            |
| Proportion of operating expenses and taxes for Iowa.....  | 4,767,717.31    |
| Expenses of running and management of passenger trains,<br>estimated.....                             | \$ 1,156,460.12 |
| Expenses of running and management of passenger trains, per<br>train mile, cents.....                 | 41.9            |
| Expenses of running and management of freight trains, esti-<br>mated.....                             | 2,588,129.20    |
| Expenses of running and management of freight trains, per<br>train mile.....                          | 42.8            |
| Expenses of running and management of all trains earning<br>revenue.....                              | 3,742,589.38    |
| Percentage of expenses to earnings.....   | 63.95           |

## GENERAL EXHIBIT.

|   |                  |
|---|------------------|
| Total earnings.....   | \$ 12,424,919.25 |
| Total expenses, including taxes.....                                    | 7,946,195.51     |
| Net earnings.....   | 4,478,723.74     |
| Rentals, specifying amount paid to each company:                        |                  |
| Peoria & Bureau Valley Railroad Company.....                            | \$ 125,000.00    |
| Keokuk & Des Moines Railroad Company.....                               | 52,440.00        |
| Hannibal & St. Jo Railroad Company.....                                 | 43,577.34        |
| Missouri River Bridge tolls.....  | 175,644.89       |
| Interest accruing during the year.....                                  | 896,662.23       |
| Interest paid during the year.....                                      | 1,437,055.52     |
| Interest paid during the year on account of the road owned in Iowa..... | 729,107.58       |
| Interest on funded debt.....  | 1,437,055.52     |
| Interest paid on funded debt.....                                       | 1,437,055.52     |
| Dividends declared (7 per cent).....                                    | 2,987,186.00     |
| Balance for the year (deficit).....                                     | 292,180.01       |
| Balance at commencement of the year.....                                | 239,264.74       |

## GENERAL RECAPITULATION.

|  |                  |
|--|------------------|
| Total earnings.....  | \$ 12,424,919.25 |
| Total operating expenses and taxes.....                                | 7,946,195.51     |
| Net earnings above operating expenses and taxes.....                   | 4,478,723.74     |
| Net earnings above operating expenses, taxes, rental and interest..... | 2,885,005.99     |
| Gross earnings per train mile run (11,359,853 miles).....              | \$ 1.11          |
| Net earnings per train mile run (11,359,853 miles), cents.....         | 25               |
| Percentage of net earnings to stock and debt.....                      | 4.1              |
| Percentage of net earnings to cost of road and equipment....           | 4.7              |

## TAXES.

## AMOUNT PAID FOR YEAR ENDING JUNE 30, 1887.

|                  |               |
|------------------|---------------|
| In Iowa.....     | \$ 181,118.17 |
| In Illinois..... | 178,549.80    |
| In Missouri..... | 34,189.64     |
| In Kansas.....   | 463.21        |

## SURPLUS.

|  |               |
|--|---------------|
| Surplus at the commencement of the year.....                   | \$ 239,264.74 |
| The amount invested in railroad stocks and bonds.....          | 8,383,840.69  |
| The amount of its own stock or bonds owned by the company..... | 400,000.00    |
| Amount absorbed in construction.....                           | 514,565.52    |
| Amount in material.....  | 623,597.44    |



## GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS, JUNE 30, 1887.

| DEBIT.   |                  |
|--|------------------|
| Construction account.....  | \$ 83,093,220.00 |
| Equipment account.....   | 7,809,470.04     |
| Chicago, Rock Island & Pacific Railway Company 6 per cent bonds..... | 400,000.00       |
| Stock and bonds of connecting roads.....                             | 8,383,840.00     |
| U. S. post office department.....                                    | 51,836.38        |
| Loans and other investments.....                                     | 753,800.00       |
| Cash.....  | 627,732.00       |
| Bills receivable.....  | 221,491.43       |
| Due from agents and companies.....                                   | 611,330.58       |
| Material and supplies.....   | 623,597.44       |
| Advances to Chicago, Kansas & Northern Railway Company.....          | 10,463,661.80    |
| Total.....   | \$ 83,128,540.70 |
| CREDIT.  |                  |
| Capital stock.....   | 41,960,000.00    |
| Funded debt.....   | \$ 32,460,000.00 |
| Vouchers and accounts.....   | 471,307.15       |
| Addition and improvement account.....                                | 8,213,000.00     |
| Profit and loss account.....   | 24,142.81        |
| Total.....   | \$ 83,128,540.70 |

## DESCRIPTION OF ROAD.

|   |       |
|---|-------|
| Length main line of road from Chicago to Council Bluffs.....    | 499.2 |
| Length main line of road in Iowa.....                           | 317   |
| Length main line of road in Illinois.....                       | 182.2 |
| Length of double track on main line.....                        | 162.7 |
| Same in Iowa.....   | 4     |
| Branches owned by this company:                                 |       |
| South Englewood to South Chicago.....                           | 7.5   |
| Davenport to Atchison.....                                      | 345   |
| Washington to Knoxville.....                                    | 77.5  |
| Wilton to Muscatine.....  | 12    |
| Atlantic to Audubon.....  | 25.3  |
| Des Moines to Indianola and Winterset.....                      | 46.9  |
| Avoca to Harlan.....  | 11.8  |
| Newton to Monroe.....   | 17    |
| Atlantic to Griswold.....                                       | 14.7  |
| Mount Zion to Keosauqua.....                                    | 4.5   |
| Menlo to Guthrie Center.....                                    | 14.5  |
| Avoca to Carson.....  | 17.6  |
| Atchison Junction to Leavenworth.....                           | 21.5  |
| Wilton to Lime Kiln.....  | 6     |
| Total length of branches owned by this company.....             | 621.8 |
| Total length of branches owned by this company in Iowa.....     | 442.3 |
| Total length of branches owned by this company in Illinois..... | 7.5   |
| Total length of branches owned by this company in Missouri..... | 170   |
| Total length of branches owned by this company in Kansas.....   | 3     |
| Total length of road belonging to this company.....             | 1,121 |
| Total length of road belonging to this company in Iowa.....     | 729.3 |

|  |       |
|--|-------|
| Aggregate length of sidings and other tracks not above enumerated.....   | 292.8 |
| Same in Iowa.....  | 167.8 |
| Total length of steel rails in tracks in Iowa, exclusive of sidings..... | 751.5 |
| Total length of iron rails in tracks in Iowa.....                        | 162.2 |
| Weights per yard, steel, 60 pounds.                                      |       |
| Weights per yard, iron 56 to 60 pounds.                                  |       |
| Gauge of track, standard, 4 feet, 8½ inches.                             |       |

## ROADS AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

|  |         |
|--|---------|
| Name, description and length of each, in miles:  |         |
| Bureau, Illinois to Peoria, Illinois.....  | 46.7    |
| Des Moines, Iowa to Keokuk, Iowa.....  | 162.2   |
| Cameron, Missouri to Kansas City, Missouri, lease of right to run trains over Hannibal & St. J. Railway..... | 54.3    |
| Total length of above roads.....   | 263.2   |
| Total length of above roads in Iowa.....   | 162.2   |
| Total length of above roads in other States (specifying each):   |         |
| Illinois.....  | 46.7    |
| Missouri.....  | 54.3    |
| Total miles of road operated by this company.....  | 1,384.2 |
| Total miles of road operated by this company in Iowa not reported by any other company.....                  | 921.8   |

## STATIONS.

|   |     |
|---|-----|
| Number of stations on all roads owned by this company.....    | 186 |
| Same in Iowa.....   | 113 |
| Number of stations on all roads operated by this company..... | 222 |
| Same in Iowa.....   | 143 |
| Number of telegraph offices in stations in Iowa.....          | 83  |

## EMPLOYES.

|  |               |
|--|---------------|
| Number of persons regularly employed on all roads operated by this company.....  | 8,527         |
| Same in Iowa.....  | 5,116         |
| Amount paid employees, including officials, on all roads operated by this company, for the year ending June 30, 1887, average monthly salaries.... | \$ 367,738.60 |
| Same in Iowa.....  | 220,643.16    |

## BRIDGES IN IOWA.

|  | No.   | Aggregate length. |
|--|-------|-------------------|
| Wooden truss bridges over 100 feet in length.....      | 16    | 1,903             |
| Combination truss bridges over 100 feet in length..... | 21    | 4,339             |
| Iron truss bridges over 100 feet in length.....        | 39    | 6,425             |
| Wooden trestle and pile.....                           | 1,601 | 111,269           |
| Iron trestle.....                                      | 8     | 1,628             |

## ARCH CULVERTS AND VIADUCTS IN IOWA.

|                                   |     |       |
|-----------------------------------|-----|-------|
| With 20 feet opening or more..... | 25  | 1,303 |
| Less than 20 feet opening.....    | 183 | 1,805 |



## BOX CULVERTS IN IOWA.

|             | No. | Aggregate length. |
|-------------|-----|-------------------|
| Timber..... | 352 | 1,736             |
| Stone.....  | 222 | 773               |

## CATTLE-GUARDS.

|                        |       |        |
|------------------------|-------|--------|
| Number of in Iowa..... | 1,700 | 12,004 |
|------------------------|-------|--------|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|   |    |           |
|---|----|-----------|
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.)..... |    | 1,805,539 |
| Amount of trestle work replaced with earth during the year (lineal feet).....         |    | 1,002     |
| Timber culverts replaced with stone.....  | 17 | 319       |
| Timber culverts replaced with sewer pipe.....   | 7  | 38        |
| Timber culverts replaced with timber.....   | 4  | 164       |

## BRIDGES BUILT WITHIN THE YEAR IN IOWA.

| LOCATION.               | KIND.                      | MATERIAL.        | WHEN BUILT.            | Length feet. |
|-------------------------|----------------------------|------------------|------------------------|--------------|
| Knoxville Junction...   | Pile.....                  | Pine and oak...  | August 21, 1886....    | 14           |
| Des Moines.....         | Girder and pile.....       | Iron and wood... | July to Oct., 1886.... | 428          |
| D. M. S. W. Division... | Girder and pile.....       | Iron and wood... | Oct., '86 to Jan., '87 | 408          |
| Oskaloosa Division...   | Trestle and combination... | Iron and wood... | July, '86 to June, '87 | 4,289        |
| Wilton Branch.....      | Trestle and truss.....     | Wood.....        | March, 1887.....       | 29           |
| Southwestern Division   | Trestle and truss.....     | Iron and wood... | July, '86 to Mar. '87  | 8,137        |
| Total.....              |                            |                  |                        | 8,965        |

|  |       |
|--|-------|
| Give the average number of years the trestle and pile bridges last on your road in Iowa..... | 9     |
| Give the average number of years that wooden truss bridges last on your road in Iowa.....    | 9 1/2 |

## ROAD-BED AND TRACK.

|   |         |
|---|---------|
| Number of track sections in Iowa.....   | 102     |
| Average length of sections, miles.....  | 5.6     |
| Average number of men in each section gang.....   | 8       |
| Number of new ties laid in track during the year in Iowa Division.....                            | 183,302 |
| Average number of new ties per mile of road.....  | 40      |
| New rails laid in track during the year in Iowa—steel (1,253,912 tons), miles.                    | 10,399  |
| Total track laid with new rails during the year in Iowa, miles.....                               | 10,399  |
| What is the average number of years that iron rails last in your track on main line in Iowa.....  | 7       |
| What is the average number of years that iron rails last in your track on branches in Iowa.....   | 8       |
| What is the average number of years that steel rails last in your track on main line in Iowa..... | 12 1/2  |
| What is the average number of years that steel rails last in your track on branches in Iowa.....  | none.   |
| What is the average number of years that ties last in your track in Iowa...                       | 6 1/2   |

What railroad crosses your road at grade, and at what locality?

Wabash & Western, at Des Moines.  
 Wisconsin, Iowa & Nebraska, at Des Moines.  
 Wisconsin, Iowa & Nebraska, at Des Moines.  
 Wabash, St. Louis & Pacific, at Des Moines.  
 Wabash, St. Louis & Pacific, at Council Bluffs.  
 Wabash, St. Louis & Pacific, at Harvey.  
 Chicago, Burlington & Quincy, at Des Moines.  
 Chicago, Burlington & Quincy, at Ottumwa.  
 Chicago, Burlington & Quincy, at Indianola.  
 Chicago, Burlington & Quincy, at Council Bluffs.  
 Chicago, Burlington & Quincy, at Fairfield.  
 Central Iowa, at Glvin.  
 Central Iowa, at Grinnell.  
 Chicago, Milwaukee & St. Paul, at Ottumwa.  
 Chicago, Milwaukee & St. Paul, at Neola.  
 Chicago, Milwaukee & St. Paul, at Council Bluffs.  
 Chicago, Milwaukee & St. Paul, at Council Bluffs.  
 Chicago, Milwaukee & St. Paul, at Seymour.  
 Keokuk & Des Moines, at Knoxville Junction.  
 Keokuk & Des Moines, at Eldon.  
 Chicago, Burlington & Keokuk, at Farmington.  
 St. Louis, Keokuk & Northwestern, at Keokuk.  
 Burlington, Cedar Rapids & Northern, at West Liberty.  
 Burlington, Cedar Rapids & Northern, at Columbus Junction.  
 Burlington & Western, at Oskaloosa.  
 Chicago & Northwestern, at Council Bluffs.  
 Chicago & Northwestern, at Council Bluffs.  
 Chicago & Northwestern, at Carnsforth.  
 Chicago & Northwestern, at Atwood.  
 Wabash, St. Louis & Pacific, at Belknap.  
 Wabash, St. Louis & Pacific, at Centerville.  
 Des Moines, St. Louis & Northern, at Des Moines.  
 Des Moines, Osceola & Southern, at Lathrop (two miles east of.)

What railroads cross your road, either over or under, and at what locality?

Chicago, Milwaukee St. Paul, west of Homestead.  
 Burlington, Cedar Rapids & Northern, at Iowa City.  
 Central Iowa, at Oskaloosa.  
 Council Bluffs & Pacific, at Oskaloosa and Brighton.  
 Burlington & Western, at Brighton.  
 Chicago, Milwaukee & St. Paul, at Sigourney.

|  |     |
|--|-----|
| Number of highway crossings at grade.....                    | 831 |
| Number of highway crossings at which there are flagmen.....  | 24  |
| Number of highway crossings over railroad.....               | 28  |
| Number of highway crossings under railroad.....              | 49  |
| Number of highway bridges 20 feet above track.....           | 13  |
| Number of highway bridges less than 20 feet above track..... | 13  |



## FENCING IN IOWA.

|   |            |
|---|------------|
| * How many miles of fencing have you on your road in Iowa.....                      | 1,425      |
| What is the average cost per rod .....  | 1.20       |
| What is the total cost of same .....  | 547,200.00 |
| How many miles of new fencing have you built during the year .....                  | 19         |
| Give the number of miles needed on both sides of your track in each county in Iowa: |            |
| In Muscatine county.....  | 1.4        |
| In Cedar county.....  | 8.9        |
| In Jasper county.....   | 32.2       |
| In Polk county.....   | 17.4       |
| In Warren county.....   | 24.8       |
| In Madison county.....  | 16.2       |
| In Guthrie county.....  | 28.9       |
| In Cass county.....   | 37.1       |
| In Audubon county.....  | 35.8       |
| In Shelby county.....   | 24.4       |
| In Pottawattamie county.....  | 67.3       |
| Total miles .....   | 305.1      |

## ROLLING STOCK.

(See Illinois Report.)

|   |       |
|---|-------|
| Number of passenger cars.....   | 149   |
| Number of baggage, mail and express cars.....   | 56    |
| Number of parlor and sleeping cars.....   | 34    |
| Officers' cars.....   | 3     |
| Number of dining cars.....  | 9     |
| Number of box freight cars.....   | 4,605 |
| Number of stock cars.....   | 1,237 |
| Number of platform and coal cars.....   | 1,844 |
| Number of other cars, including caboose, hand and rubble.....   | 851   |
| Total number of cars.....   | 8,878 |
| Number of locomotives.....  | 380   |
| Maximum weight of locomotives and tenders, tons.....  | 53    |
| Average weight of locomotives and tenders, tons.....  | 48    |
| Number of locomotives equipped with train brake.....  | 29    |
| Number of locomotives equipped with driver brake.....   | 17    |
| Maximum weight of passenger cars, tons.....   | 35    |
| Average weight of passenger cars, tons.....   | 33    |
| Number of passenger cars equipped with train brake.....   | 225   |
| Number of freight cars equipped with air brake.....   | 105   |
| Number of passenger cars equipped with Miller platform and buffer.....  | 225   |
| Number of freight cars equipped with automatic coupler.....   | 5     |
| The amount of tonnage that can be carried over your road in Iowa exclusive of cars, by an engine of given weight. Weight of engine, 36 tons.... | 240   |

\* This is the number of miles of road fenced, both sides.

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|   |            |
|---|------------|
| Miles run by passenger trains during the year ..... | 2,774,315  |
| Miles run by freight trains during the year.....    | 6,033,898  |
| Miles run by switching trains during the year.....  | 1,862,875  |
| Miles run by other trains during the year .....     | 688,765    |
| Total train mileage.....                            | 11,359,853 |

## CARS AND WEIGHT OF TRAINS.

|   |     |
|---|-----|
| Average number of cars in passenger trains.....                         | 6   |
| Average weight of passenger trains, exclusive of passengers, tons ..... | 160 |
| Average number of cars in freight trains.....                           | 21  |
| Average weight of freight trains, exclusive of freight, tons .....      | 220 |

## PASSENGER TRAFFIC.

|  |           |
|--|-----------|
| Number of through passengers carried.....        | 199,422   |
| Number of local passenger carried .....          | 1,773,812 |
| Number of special ticket passengers carried..... | 1,581,318 |
| Total number of passengers carried .....         | 3,554,552 |

|   |             |
|---|-------------|
| Total passenger mileage, or passengers carried one mile ..... | 133,667,380 |
| Average distance traveled by each passenger, miles .....      | 38          |
| Average amount received from each passenger, cents.....       | 88          |
| Highest rate of fare per mile for any distance, cents.....    | 2           |
| Lowest rate of fare per mile for any distance, cents .....    | 1           |
| Average rate of fare per mile for all passengers, cents ..... | 2.341       |

## FREIGHT TRAFFIC.

|  |             |
|--|-------------|
| Number of tons of through freight carried .....  | 2,205,846   |
| Number of tons of local freight carried .....  | 1,621,688   |
| Total tons of freight carried.....   | 3,827,534   |
| Total mileage of through freight (tons carried one mile) .....   | 546,250,562 |
| Total mileage of local freight (tons carried one mile).....  | 251,024,532 |
| Total freight mileage, or tons carried one mile.....   | 797,275,114 |
| Average rate per ton per mile received for through freight, cents.....   | .86         |
| Average rate per ton per mile received for local freight, cents.....   | 1.39        |
| Average rate per ton per mile received for all freight, cents.....   | 1.01        |
| Average cost per ton per mile to move freight .....  |             |
| Percentage of freight originating at, and carried to stations in Iowa, as compared with total freight carried in Iowa. (This should not include fuel or any material for the use of the road)..... | 24.36       |



## CAR MILEAGE.

|  |             |
|--|-------------|
| Number of miles run by loaded freight cars east and south..... | 34,170,818  |
| Number of miles run by loaded freight cars west and north..... | 46,361,437  |
| Number of miles run by empty freight cars east and south.....  | 17,805,567  |
| Number of miles run by empty freight cars west and north.....  | 7,458,976   |
| Total freight car mileage.....                                 | 105,805,807 |

|   |       |
|---|-------|
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south..... | 34.33 |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north..... | 13.21 |

## SPEED OF TRAINS IN IOWA.

|  |          |
|--|----------|
| Rate of speed of passenger trains, including stops, miles..... | 22 to 25 |
| Rate of speed of freight trains, including stops, miles.....   | 10 to 15 |

## TONNAGE OF ARTICLES TRANSPORTED.

|   | TONS.     | PER<br>CENT. |
|---|-----------|--------------|
| Grain.....  | 643,394   | 16.81        |
| Flour.....  | 90,253    | 2.36         |
| Provisions (beef, pork, lard, etc.).....                    | 59,446    | 1.55         |
| Animals.....  | 305,922   | 7.99         |
| Other agricultural products.....                            | 98,963    | 2.59         |
| Lumber and forest products.....                             | 446,325   | 11.60        |
| Coal.....   | 600,287   | 15.68        |
| Plaster, lime and cement.....                               | 62,534    | 1.63         |
| Salt.....   | 45,602    | 1.19         |
| Petroleum and oil.....                                      | 39,258    | 1.03         |
| Iron, steel and castings.....                               | 285,880   | 7.46         |
| Stone and brick.....  | 197,401   | 5.15         |
| Manufactures—articles shipped from point of production..... | 175,108   | 4.58         |
| Merchandise and other articles not enumerated above.....    | 777,171   | 20.31        |
| Total tons carried.....                                     | 3,827,534 | 100          |

## TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT DAVENPORT, FOR THE YEAR ENDING JUNE 30, 1887.

|                                 |           |
|---------------------------------|-----------|
| East bound, number of tons..... | 963,115   |
| West bound, number of tons..... | 838,530   |
| Total tons.....                 | 1,801,705 |

## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|   | TONS.     | PER<br>CENT. |
|---|-----------|--------------|
| Grain.....  | 491,441   | 18.43        |
| Flour.....  | 80,337    | 3.01         |
| Provisions (beef, pork, lard, etc.).....                    | 49,070    | 1.84         |
| Animals.....  | 240,204   | 9.           |
| Other agricultural products.....                            | 86,097    | 3.23         |
| Lumber and forest products.....                             | 373,497   | 13.99        |
| Coal.....   | 428,998   | 16.08        |
| Plaster, lime and cement.....                               | 33,493    | 1.26         |
| Salt.....   | 35,297    | 1.32         |
| Petroleum and oil.....                                      | 29,390    | 1.10         |
| Iron, steel and castings.....                               | 192,877   | 7.23         |
| Stone and brick.....  | 56,928    | 2.13         |
| Manufactures—articles shipped from point of production..... | 121,654   | 4.56         |
| Merchandise and other articles not enumerated above.....    | 449,012   | 16.83        |
| Total tons carried.....                                     | 2,668,295 | 100          |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? The United States Express Company does the usual express business, loading and unloading their own freight in the cars furnished by the railway company, and paying a rate equal to double first class freight rates.

## SLEEPING-CARS.

Do sleeping, parlor, or dining-cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Sleeping cars are run by Pullman Palace Car Company. Rates, \$2 per double berth. Dining cars are run by Chicago, Rock Island & Pacific R'y Company. Rates, 75 cents per meal.

What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings? The Pullman Palace Car Company owns one half interest in the sleeping cars run by this company, and the net earnings are divided equally between the Pullman Palace Car Co. and the railway company.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$109,780.62. No contracts.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? None.  
What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? Western Union Telegraph Company.



## LANDS—CONGRESSIONAL GRANT.

|   |              |
|---|--------------|
| State the number of acres of land your company has already received from the Congressional grants.....        | 556,102.45   |
| State the number of acres yet to issue to your company from Congressional grants. Uncertain, but small.....   |              |
| State the average price at which these lands have been sold or contracted by the company, per acre.....       | \$ 8.70      |
| State the number of acres sold.....   | 635,462.20   |
| State the amount received from sales.....   | 4,556,553.00 |
| State the amount unpaid on outstanding contracts.....   | 431,272.60   |
| State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1887.....    | 5,472,316.47 |
| State the amount expended in sale and management of lands.....  | 270,513.34   |
| State the amount of taxes paid on lands to June 30, 1887.....   | 603,438.45   |
| State the amount realized from the sale of lands above the expenses incurred in the management and taxes..... | 4,598,364.68 |

## REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1887.

## KILLED AND INJURED

| DATE.        | NAME AND OCCUPATION.           | PLACE.                  | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.                          |
|--------------|--------------------------------|-------------------------|---|
| 1886.        |                                |                         |   |
| July 17      | Mrs. Robinson, citizen.....    | Seymour.....            | Trying to cross track ahead of train; death.                        |
| July 24      | E. McDermott, employe.....     | Stuart.....             | Fell in front of a moving car; death.                               |
| July 29      | N. P. Nelson, employe.....     | Des Moines.....         | Working on track; struck by train; loss of arm.                     |
| August 2     | E. Rhode, citizen.....         | Davenport.....          | Supposed to have been asleep on the track; loss of foot.            |
| August 5     | J. M. Chatterton, citizen..... | Montpelier.....         | Supposed to have jumped from train; death.                          |
| August 14    | A. D. Mitchell, employe.....   | Kellogg.....            | Supposed to have slipped—walking ahead of train; death.             |
| September 18 | Geo. Duncan, citizen.....      | Lineville.....          | Jumped from moving train; loss of leg.                              |
| September 19 | W. F. Johnson, employe.....    | Marengo.....            | Fell while running ahead of train to turn switch; death.            |
| November 2   | E. Johns, citizen.....         | Knoxville Junction..... | Stealing a ride; fell from train; loss of leg.                      |
| November 5   | E. Wheeler, employe.....       | Washington.....         | Struck by train; death.   |
| November 10  | J. Solomon, employe.....       | Van Meter.....          | Fell from car; death.   |
| 1887.        |                                |                         |   |
| January 5    | E. Derris, citizen.....        | Council Bluffs.....     | Tried to climb over car of coal in moving train; loss of arm.       |
| January 11   | A. L. Kern, citizen.....       | Keokuk.....             | Stepped on track just ahead of approaching train; death.            |
| February 13  | C. S. Willig, passenger.....   | Atlantic.....           | Fell from moving train; death.                                      |
| February 23  | E. Horton, citizen.....        | Des Moines.....         | Walking on track; drunk; death.                                     |
| February 26  | W. O. Black, employe.....      | Harvard.....            | Collision; death.   |
| March 10     | R. Prow, citizen.....          | Muscatine.....          | Playing around moving cars; death.                                  |
| March 13     | J. White, citizen.....         | Davenport.....          | Attempting to get on moving train; drunk; loss of arm.              |
| March 23     | W. A. Johnson, employe.....    | Washington.....         | Attempting to get on moving train; death.                           |
| April 30     | F. Corbett, employe.....       | Seymour.....            | Slipped and fell while climbing from tender to top of train; death. |
| May 5        | J. Wilson, employe.....        | Keota.....              | Getting on a moving train; loss of both legs.                       |
| May 12       | G. W. Cooley, employe.....     | Des Moines.....         | Coupling cars; death.   |
| May 15       | F. Clair, citizen.....         | Ononwa.....             | Supposed to have jumped from train; death.                          |
| May 17       | M. J. Hampton, employe.....    | Sigourney.....          | Fell from bridge; death.  |
| June 20      | D. Burkholder, employe.....    | Periee.....             | Supposed to have fallen from train; death.                          |
| June 20      | J. C. Steelln, passenger.....  | Atlantic.....           | Fell from moving train; death.                                      |
| June 29      | P. Jones, citizen.....         | Des Moines.....         | Slipped while running alongside of train; loss of foot.             |



## TABULAR STATEMENT OF ACCIDENTS.

| CAUSES OF ACCIDENT.               | KILLED.     |            |         | INJURED.    |            |         |
|-----------------------------------|-------------|------------|---------|-------------|------------|---------|
|                                   | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Collisions.....                   | 2           | 1          | 1       | 1           | 1          | 1       |
| Coupling cars.....                | 1           | 1          | 1       | 1           | 1          | 1       |
| Falling from trains.....          | 1           | 1          | 1       | 1           | 1          | 1       |
| Getting on and off of trains..... | 1           | 1          | 1       | 1           | 1          | 1       |
| Highway crossings.....            | 1           | 1          | 1       | 1           | 1          | 1       |
| Miscellaneous.....                | 1           | 1          | 1       | 1           | 1          | 1       |
| Stealing rides.....               | 1           | 1          | 1       | 1           | 1          | 1       |
| Trespassers on track.....         | 1           | 1          | 1       | 1           | 1          | 1       |
| Total.....                        | 2           | 11         | 6       | 2           | 2          | 6       |

## SUMMARY OF ACCIDENTS FOR IOWA.

|  |    |
|--|----|
| Number of persons killed during the year.....                          | 19 |
| Number of persons injured during the year.....                         | 8  |
| Number of casualties purely accidental during the entire year.....     | 6  |
| Number resulting from lack of caution, carelessness or misconduct..... | 21 |
| Number of persons killed while intoxicated.....                        | 1  |
| Number of persons injured while intoxicated.....                       | 1  |
| Number of trespassers on track killed.....                             | 4  |
| Number of trespassers on track injured.....                            | 1  |
| Number of tramps or others stealing rides killed or injured.....       | 1  |

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—R. R. Cable, Chicago.  
 Vice-Presidents—David Dows, New York; A. Kimball, Chicago.  
 Secretary and Treasurer—W. G. Purdy, Chicago.  
 General Manager—R. R. Cable, Chicago.  
 Assistant General Manager—E. St. John, Chicago.  
 General Superintendent—H. F. Royce, Chicago.  
 Assistant General Superintendent—R. H. Chamberlain, Chicago.  
 Division Superintendents—John Given, Des Moines, Iowa; Geo. F. Walker, Trenton, Mo.  
 Superintendent of Telegraph—A. R. Swift, Chicago.  
 Auditor—F. W. Porter, Chicago.  
 General Ticket and Passenger Agent—E. A. Holbrook, Chicago.  
 General Freight Agent—W. M. Sage, Chicago.  
 General Solicitor—Thos. F. Withrow, Chicago.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

David Dows, New York City.  
 Francis T. Tows, New York City.  
 James R. Cowing, New York City.  
 Sidney Dillon, New York City.  
 R. P. Flower, New York City.  
 Benj. Brewster, New York City.  
 H. R. Bishop, New York City.  
 Henry M. Flagler, New York City.  
 Hugh Riddle, Chicago, Illinois.  
 H. H. Porter, Chicago, Illinois.  
 Marshall Field, Chicago.  
 R. R. Cable, Rock Island, Illinois.  
 George G. Wright, Des Moines, Iowa.

Date of annual meeting of stockholders, first Wednesday in June, each year.  
 Fiscal year of Company ends March 31.  
 General offices of the Company are located at Chicago.

STATE OF ILLINOIS. {ss.  
COUNTY OF COOK.

R. R. Cable, President, and W. G. Purdy, Secretary, of the Chicago, Rock Island & Pacific Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of their knowledge and belief.

(Signed,) [L. S. OF R. R.]

R. R. CABLE,  
W. G. PURDY.

Subscribed and sworn to before me, this 22d day of September, A. D. 1887.

BARCLAY W. PERKINS,  
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 27th day of September, A. D. 1887.

W. W. AINSWORTH, Secretary.



## REPORT

OF THE

## CHICAGO, ST. PAUL, MINNEAPOLIS &amp; OMAHA

## RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

## CAPITAL STOCK.

|  |                    |
|--|--------------------|
| Amount authorized by articles of association .....                 | \$ 50,000,000.00   |
| Amount authorized by vote of the company .....                     | 34,050,126.66      |
| Number of shares issued, 339,834, and scrip; amount paid in ...    |                    |
| Amount of common stock issued, including scrip .....               | \$ 21,345,640.02   |
| Amount of preferred stock issued and conditions of preferment.     | 12,643,721.66      |
| Common stock to be issued for common stock St. P. & S. C. R.       |                    |
| E. and C., St. P. & M. R'y, outstanding .....                      | 87,653.33          |
| Preferred stock to be issued for preferred stock St. P. & S. C. R. |                    |
| and C., St. P. & M. R'y, outstanding .....                         | 2,111.65           |
| Total amount paid in as per books of the company .....             | \$ * 34,050,126.66 |
| Total miles of road owned by this company .....                    | 1,295.51           |
| Amount of stock per mile of road .....                             | \$ 26,283.18       |
| Amount of stock representing the road in Iowa .....                | +1,959,148.24      |
| Amount of stock held in Iowa .....                                 | 1,000.00           |
| Total number of stockholders .....                                 | 1,234              |
| Number of stockholders in Iowa .....                               | 1                  |
| Preferred stockholders, 815; common, 419.                          |                    |

\* This includes \$4,230,599.99 in the company's treasury.

† Proportional on basis of mileage.

## DEBT.

Funded debt as follows:

|  |                             |
|--|-----------------------------|
| First mortgage bonds C., St. P. & M. R'y, due May 1, 1918,     |                             |
| rate of interest .....   | 6 per cent. \$ 3,000,000.00 |
| Amount of interest paid on same during the year .....          | \$ 179,655.00               |
| First mortgage bonds N. Wls. R'y, due Jan. 1, 1930, rate of    |                             |
| interest .....   | 6 per cent. 800,000.00      |
| Amount of interest paid on same during the year .....          | 48,000.00                   |
| First mortgage bonds Hudson & R. F. R'y, due July 1, 1908,     |                             |
| rate of interest .....   | 8 per cent. 125,000.00      |
| Amount of interest paid on same during the year .....          | 10,000.00                   |
| First mortgage bonds St. P. & S. C. R. R., due April 1, 1919,  |                             |
| rate of interest .....   | 6 per cent. *6,080,000.00   |
| Amount of interest paid on same during the year .....          | 364,920.00                  |
| First mortgage bonds St. P., S. & T. F. R'y, due Jan. 1, 1908, |                             |
| rate of interest .....   | 7 per cent. 334,800.00      |
| Amount of interest paid on same during the year .....          | 22,673.00                   |
| Consolidated mortgage bonds C., St. P., M. & O. R'y, due       |                             |
| Jan. 1, 1930, rate of interest .....                           | 6 per cent. +12,249,167.14  |
| Amount of interest paid on same during the year .....          | 699,800.00                  |
| Depot grounds and buildings, St. P., S. & T. F. R'y, rate of   |                             |
| interest .....   | 10 per cent. *30,000.00     |
| Amount of interest paid on same during the year .....          | None.                       |
| Land grant, including buildings, C., St. P. & M. R'y, rate of  |                             |
| interest .....   | 6 per cent. +1,125.00       |
| Amount of interest paid on same during the year .....          | None.                       |
| Total amount of funded debt .....                              | \$ 22,620,092.14            |

Floating debt:

This company, properly speaking, has no floating debt, there being sufficient cash on hand to pay all current liabilities.

Contingent liability as guarantor of bonds or debts of other roads:

|  |                  |
|--|------------------|
| First mortgage bond of the Minneapolis Eastern R'y Co. |                  |
| guaranteed by this company .....                       | \$ 75,000.00     |
| Total amount of debt liabilities .....                 | \$ 22,620,092.14 |

|  |                    |
|--|--------------------|
| Amount of debt per mile of road .....                    | \$ 17,460.38       |
| Amount of debt representing the road in Iowa .....       | \$ \$ 1,301,496.73 |
| Total amount of stock and debt .....                     | 56,670,218.80      |
| Amount of stock and debt per mile of road .....          | 43,743.56          |
| Amount of interest paid representing the road in Iowa .. | \$ 76,864.20       |

## COST OF ROAD AND EQUIPMENT.

It is impossible to separate cost of construction from equipment in stating the aggregate cost of road.

\* Including \$19,000.00 in the company's treasury. 2. All in company's treasury.

† Including \$377,167.14 in the company's treasury.

‡ Convertible into C., St. P., M. &amp; O. R'y Co.'s mortgage bonds.

§ Proportional on basis of mileage.



## COST OF EQUIPMENT.

|   |                  |
|---|------------------|
| Total cost of road and equipment .....                                  | \$ 53,883,016.00 |
| Average cost of road and equipment per mile [1,295.51 miles] .....      | 41,592.74        |
| Proportion of cost of road and equipment for Iowa .....                 | *3,003,661.72    |
| Average cost of road and equipment per mile in Iowa [74.54 miles] ..... | 41,592.74        |
| Actual cash value of all other property owned, with schedule of same :  |                  |
| No other property.  |                  |

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|   |                 |
|---|-----------------|
| Grading, ballasting and ditching .....  | \$ 149,410.32   |
| Bridging and masonry .....  | 17,370.84       |
| Superstructure, including rails .....   | 266,666.50      |
| Land, land damages, fences, cattle-guards and crossings .....                 | 240,404.75      |
| Passenger and freight stations, coal sheds and water stations .....           | 26,292.78       |
| Engine houses, car sheds and turn-tables .....                                | 2,866.90        |
| Machine shops, including machinery and tools .....                            | 1,976.00        |
| Engineering, agencies, salaries, and other expenses during construction ..... | 1,320.00        |
| Total for construction .....  | \$ 646,287.77   |
| Purchase and construction of other lines :                                    |                 |
| North Wisconsin Extension to Bayfield .....                                   |                 |
| Superior Branch .....   |                 |
| Chippewa Falls & Northern Railway .....                                       |                 |
| Ashland Railway .....   |                 |
| Florence Cut Off .....  |                 |
| Extension River Falls to Ellsworth .....                                      |                 |
| Ellis' Patent Flanger .....   |                 |
| Minnesota Transfer Railway Company .....                                      | 4,244.29        |
| Extension Line Salem to Mitchell .....  | 347,839.04      |
| Change of Line, Florence, Nebraska .....                                      | 13,376.48       |
| Double track extension, Stillwater Junction to Nor. Wisconsin Junction .....  | 51,460.35       |
| Total for construction .....  | \$ 1,063,102.88 |

## EQUIPMENT.

|   | Number. |                 |
|---|---------|-----------------|
| Locomotives .....   | 2       | \$ 17,895.64    |
| Passenger, mail, baggage and express cars .....   | 3       | 8,788.14        |
| Freight and other cars .....  | 468     | 236,833.53      |
| Total for equipment .....   |         | \$ 263,517.31   |
| Total expenditures charged to property accounts .....   |         | \$ 1,326,640.19 |
| Property sold (or reduced in valuation on the books) and credited property accounts during the year : |         |                 |
| Less sundry credits .....   |         | \$ 109,127.49   |
| Net addition to property accounts for the year .....  |         | 1,217,512.70    |

\* Proportional, based on mileage.

## REVENUE FOR THE YEAR ENDING JUNE 30, 1887.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                       | THROUGH.      | LOCAL.          | TOTAL.          |
|-----------------------|---------------|-----------------|-----------------|
| July, 1886 .....      | \$ 44,696.57  | \$ 96,381.87    | \$ 140,478.44   |
| August, 1886 .....    | 48,200.25     | 93,217.09       | 141,417.32      |
| September, 1886 ..... | 52,104.88     | 108,539.34      | 157,644.22      |
| October, 1886 .....   | 45,016.36     | 91,131.59       | 136,147.95      |
| November, 1886 .....  | 36,124.27     | 83,880.47       | 120,004.74      |
| December, 1886 .....  | 32,203.49     | 72,810.91       | 105,014.40      |
| January, 1887 .....   | 25,436.30     | 65,135.93       | 90,572.23       |
| February, 1887 .....  | 18,862.70     | 53,415.42       | 72,278.12       |
| March, 1887 .....     | 38,908.70     | 96,276.04       | 134,884.74      |
| April, 1887 .....     | 46,258.19     | 109,517.16      | 155,775.35      |
| May, 1887 .....       | 47,625.01     | 97,276.11       | 144,901.12      |
| June, 1887 .....      | 48,662.17     | 101,852.36      | 150,514.53      |
| Totals .....          | \$ 483,098.87 | \$ 1,066,434.29 | \$ 1,549,533.16 |

## FROM TRANSPORTATION OF FREIGHT.

|                       | THROUGH.        | LOCAL.          | TOTAL.          |
|-----------------------|-----------------|-----------------|-----------------|
| July, 1886 .....      | \$ 109,896.35   | \$ 219,578.16   | \$ 329,474.51   |
| August, 1886 .....    | 128,456.32      | 205,531.33      | 333,987.65      |
| September, 1886 ..... | 167,629.87      | 276,513.62      | 438,143.49      |
| October, 1886 .....   | 230,653.09      | 289,700.06      | 520,353.15      |
| November, 1886 .....  | 213,645.21      | 282,169.71      | 495,814.92      |
| December, 1886 .....  | 169,638.17      | 267,953.75      | 437,591.92      |
| January, 1887 .....   | 93,949.23       | 167,761.51      | 261,710.74      |
| February, 1887 .....  | 108,075.06      | 171,925.16      | 280,000.16      |
| March, 1887 .....     | 161,161.11      | 259,686.04      | 420,847.15      |
| April, 1887 .....     | 121,608.23      | 240,189.62      | 361,797.85      |
| May, 1887 .....       | 159,392.19      | 254,330.33      | 413,722.52      |
| June, 1887 .....      | 159,422.23      | 215,995.54      | 375,417.77      |
| Totals .....          | \$ 1,795,519.00 | \$ 2,845,384.83 | \$ 4,640,903.83 |

## FROM ALL OTHER SOURCES.

|                       | MAILS.        | EXPRESS.     | MISCELLANEOUS. | TOTAL.        |
|-----------------------|---------------|--------------|----------------|---------------|
| July, 1886 .....      | \$ 8,723.91   | \$ 9,811.37  | \$ 4,849.75    | \$ 23,385.03  |
| August, 1886 .....    | 8,773.91      | 8,148.85     | 6,759.25       | 23,682.01     |
| September, 1886 ..... | 8,774.03      | 8,277.74     | 5,871.27       | 22,923.04     |
| October, 1886 .....   | 8,773.91      | 8,096.89     | 7,827.97       | 24,698.77     |
| November, 1886 .....  | 8,737.48      | 8,149.18     | 8,415.95       | 25,302.61     |
| December, 1886 .....  | 8,774.03      | 8,027.98     | 4,091.08       | 20,893.09     |
| January, 1887 .....   | 8,773.91      | 5,349.62     | 5,052.94       | 19,176.47     |
| February, 1887 .....  | 7,933.90      | 5,161.16     | 6,659.25       | 19,754.31     |
| March, 1887 .....     | 8,774.03      | 6,959.53     | 8,269.45       | 24,002.81     |
| April, 1887 .....     | 8,773.91      | 7,696.87     | 6,730.92       | 23,201.70     |
| May, 1887 .....       | 8,773.91      | 9,480.76     | 6,013.65       | 24,268.32     |
| June, 1887 .....      | 8,774.03      | 9,275.17     | 6,236.53       | 24,285.73     |
| Totals .....          | \$ 104,380.96 | \$ 92,834.92 | \$ 68,477.41   | \$ 265,693.29 |



## ANALYSIS OF EARNINGS.

|  |                 |                 |
|--|-----------------|-----------------|
| Earnings, passenger:   |                 |                 |
| From local passengers .....  | \$ 1,066,434.29 |                 |
| From through passengers .....  | 483,098.87      |                 |
| From all passengers .....  |                 | \$ 1,549,533.16 |
| From express .....   |                 | 92,834.92       |
| From mails .....   |                 | 104,360.96      |
| From other sources, passenger department, includ. bag....                                |                 | 86,227.53       |
| Total earnings passenger department .....  |                 | \$ 1,782,956.02 |
| Earnings per train mile run (1,789,796 miles) .....                                      | \$ 0.996        |                 |
| Earnings, freight:   |                 |                 |
| From local .....   | \$ 2,845,384.83 |                 |
| From through .....   | 1,795,519.00    |                 |
| Other sources, freight department .....  | 12,086.54       |                 |
| Total earnings freight department .....  |                 | \$ 4,652,990.37 |
| Earnings per train mile run [2,634,596 miles] .....                                      | \$ 1.76 610     |                 |
| Earnings per train mile run, from all trains earning revenue,<br>[4,424,394 miles] ..... | 1.45 410        |                 |
| Proportion of earnings for Iowa .....  | 464,456.28      |                 |
| Earnings from all other sources .....  |                 | 20,163.29       |
| Total earnings from all sources .....  |                 | \$ 6,456,110.28 |
| Earnings per mile of road operated [1,355.02 miles] .....                                | \$ 4.764.58     |                 |
| Proportion of earnings for Iowa .....  | 465,029.67      |                 |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|  |               |
|--|---------------|
| Repairs of road-bed and track .....                            | \$ 599,845.23 |
| Renewal of rails (No. of tons laid, steel, 12,723) .....       | 60,472.55     |
| Renewal of ties (No. laid, 440,480) .....                      | 119,981.65    |
| Repairs of bridges, including culverts and cattle-guards ..... | 87,062.90     |
| Repairs of fences, road-crossings and signs .....              | 31,751.94     |
| Repairs of buildings, stations and water-tanks .....           | 67,434.04     |
| Total .....  | 966,538.31    |

## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                 |               |
|---------------------------------|---------------|
| Repairs of locomotives .....    | \$ 250,168.35 |
| Repairs of passenger cars ..... | 102,883.43    |
| Repairs of freight cars .....   | 224,133.12    |
| Total .....                     | \$ 577,184.90 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|  |                 |
|--|-----------------|
| Fuel for locomotives .....                           | \$ 566,496.69   |
| Water supply .....                                   | 29,649.04       |
| Oil and waste .....                                  | 44,126.55       |
| Locomotive service .....                             | 440,535.71      |
| Passenger train service .....                        | 98,507.36       |
| Passenger train supplies .....                       | 21,548.54       |
| Mileage of passenger cars (debit balance) .....      | 34,655.80       |
| Freight train service .....                          | 200,283.92      |
| Freight train supplies .....                         | 5,832.38        |
| Mileage of freight cars (credit balance) .....       | 46,842.79       |
| Telegraph expenses (maintenance and operating) ..... | 92,920.34       |
| Damage and loss of freight and baggage .....         | 13,027.55       |
| Damages to property and cattle .....                 | 16,227.23       |
| Personal injuries .....                              | 21,311.84       |
| Agents and station service .....                     | 423,159.59      |
| Station supplies .....                               | 21,912.24       |
| Expenses at Missouri River Transfer .....            | 33,101.18       |
| Total .....  | \$ 2,016,453.17 |

## CLASS 4.—GENERAL EXPENSES.

|   |                          |
|---|--------------------------|
| Salaries of general officers and clerks .....                   | \$ 146,847.76            |
| Legal expenses .....  | 26,507.66                |
| Insurance .....   | 14,300.71                |
| Stationery and printing, outside agencies and advertising ..... | 99,010.27                |
| Contingencies .....   | 24,023.87                |
| Taxes in Iowa .....   | \$ 12,482.92             |
| Taxes in other States .....                                     | 222,978.30—\$ 235,461.22 |
| Total .....   | \$ 546,151.49            |

## RECAPITULATION OF EXPENSES.

|   |                 |
|---|-----------------|
| Maintenance of way and buildings .....  | \$ 966,538.31   |
| Maintenance of motive power and cars .....  | 577,184.90      |
| Conducting transportation .....   | 2,016,453.17    |
| General expenses, including taxes .....   | 546,151.49      |
| Total operating expenses and taxes .....  | \$ 4,106,327.87 |
| Operating expenses and taxes per mile of road operated (1,355.02 miles) .....                       | \$ 3,030.46     |
| Operating expenses and taxes per train mile run, for trains earning revenue (4,424,394 miles) ..... | 0.928           |
| Proportion of operating expenses and taxes for Iowa .....   | \$ 245,319.71   |
| Expenses of running and management of passenger trains, (approximated) .....                        | 1,087,595.65    |
| Expenses of running and management of passenger trains, per train mile (approximated) .....         | 0.6077          |
| Expenses of running and management of freight trains (approximated) .....                           | 3,018,732.22    |
| Expenses of running and management of freight trains, per train mile, (approximated) .....          | 1.1458          |
| Expenses of running and management of all trains earning revenue .....                              | 4,106,327.87    |
| Percentage of expenses to earnings .....  | 63.60           |



## GENERAL EXHIBIT.

|   |    |              |
|---|----|--------------|
| Total earnings.....   | \$ | 6,456,110.28 |
| Total expenses, including taxes.....  |    | 4,106,323.87 |
| Net earnings.....   |    | 2,349,786.41 |
| Rentals, specifying amount paid to each company:                                |    |              |
| St. Paul, Minneapolis & Manitoba Railway.....                                   | \$ | 21,457.79    |
| Minneapolis & St. Louis Railway.....  |    | 12,317.04    |
| Illinois Central Railroad.....  |    | 12,000.00    |
| St. Paul Union Depot Company.....   |    | 2,322.81     |
| Minneapolis Union Depot Company.....  |    | 64,658.03—   |
| Loss in operating proprietary road.....   |    | 112,755.67   |
| Interest accruing during the year.....  |    | 8,910.00     |
| Interest paid during the year.....  |    | 1,337,955.98 |
| Interest paid during the year on account of the road in Iowa (approximate)..... |    | 1,334,448.00 |
| Interest on funded debt.....  |    | 76,864.30    |
| Interest paid on funded debt.....   |    | 1,337,955.98 |
| Dividends declared (6 per cent), preferred stock.....                           |    | 1,334,448.00 |
| Interest falling due during the year and not paid.....                          |    | 675,408.00   |
| Balance for the year.....   |    | 32,010.00    |
| Balance at commencement of the year.....  |    | 988,493.68   |
| Balance at the close of the year, June 30, 1887.....                            | \$ | 3,100,687.74 |
| Balance at the close of the year, June 30, 1887.....                            | \$ | 4,089,181.42 |

## GENERAL RECAPITULATION.

|   |    |              |
|---|----|--------------|
| Total earnings.....   | \$ | 6,456,110.28 |
| Total operating expenses and taxes.....                       |    | 4,106,323.87 |
| Net earnings above operating expenses and taxes.....          |    | 2,349,786.41 |
| Net earnings above operating expenses, taxes and rental.....  |    | 2,237,026.74 |
| Gross earnings per train mile run (4,424,394 miles).....      | \$ | 1.454        |
| Net earnings per train mile run (4,424,394 miles).....        |    | 0.526        |
| Percentage of net earnings to stock and debt.....             |    | 0.311        |
| Percentage of net earnings to cost of road and equipment..... |    | 0.327        |

## TAXES.

## AMOUNT PAID FOR YEAR ENDING JUNE 30, 1887.

|                   |    |            |
|-------------------|----|------------|
| In Iowa.....      | \$ | 12,482.92  |
| In Wisconsin..... |    | 109,105.69 |
| In Minnesota..... |    | 74,482.02  |
| In Nebraska.....  |    | 38,025.38  |
| In Dakota.....    |    | 1,364.71   |

## SURPLUS.

|   |    |              |
|---|----|--------------|
| Surplus at the commencement of the year.....  | \$ | 3,100,687.70 |
| Surplus at the close of the year.....   |    | 4,089,181.42 |
| The amount invested in railroad stocks.....   |    | 163,900.00   |
| Give the name of each road, and the number of shares owned in each of them and the par value of shares:   |    |              |
| The amount invested in railroad bonds, the number of bonds, and the par value of each, the name of each road, and the amount invested in the bonds of each: |    |              |
| Cash.....   |    | 1,432,235.92 |
| The amount of its own stock or bonds owned by the company.....  |    | 4,647,700.47 |
| Amount absorbed in construction.....  |    |              |
| Amount in material and balances from other roads, and including earnings in course of collection.....   |    | 1,860,819.83 |

## GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS JUNE 30, 1887.

## DEBIT.

|  |    |               |
|--|----|---------------|
| Cost of road and equipment.....                              | \$ | 53,883,016.00 |
| Stock and bonds owned.....                                   |    | 4,797,229.63  |
| Advances to proprietary roads.....                           |    | 1,224,147.51  |
| Material and supplies.....                                   |    | 778,281.64    |
| Excess of cash and cash assets over current liabilities..... |    | 253,675.50    |
| Total.....   | \$ | 60,936,350.28 |

## CREDIT.

|                          |    |               |
|--------------------------|----|---------------|
| Common stock.....        | \$ | 21,403,293.35 |
| Preferred stock.....     |    | 12,646,833.31 |
| Funded debt.....         |    | 22,620,092.14 |
| Land grant accounts..... |    | 176,950.06    |
| Profit and loss.....     |    | 4,089,181.42  |
| Total.....               | \$ | 60,936,350.28 |

## DESCRIPTION OF ROAD.

|  |        |        |
|--|--------|--------|
| Length of main line of road owned, miles:      |        |        |
| From Elroy to East St. Paul.....               |        | 195.18 |
| From North Wisconsin Junction to Bayfield..... |        | 178.24 |
| From St. Paul to Le Mars.....                  |        | 243.07 |
| From Sioux City to Omaha.....                  |        | 127.75 |
| Length of main line of road in Iowa.....       | 57.10  |        |
| In other States:                               |        |        |
| Minnesota.....                                 | 205.45 |        |
| Wisconsin.....                                 | 355.78 |        |
| Nebraska.....                                  | 126.81 |        |
| Length of double track on main line.....       |        | 20.79  |
| Same in Iowa.....                              | None.  |        |



## Branches owned by this company :

|   |        |
|---|--------|
| West Eau Claire to Shaw's Mill .....                    | 2.71   |
| Ashland Junction to Ashland, including Shore Line ..... | 5.69   |
| Stillwater Junction to Stillwater .....                 | 3.30   |
| Stillwater Junction to St. Croix Bridge .....           | 4.85   |
| River Falls to Ellsworth .....                          | 24.82  |
| Lake Crystal to Elmore .....                            | 44.60  |
| Heron Lake to Pipestone .....                           | 55.10  |
| Sioux Falls Junction to Mitchell .....                  | 130.90 |
| Luverne to Doon .....                                   | 28.09  |
| Coburn Junction to Ponca .....                          | 15.82  |
| Emerson to Norfolk .....                                | 46.50  |
| Merrillan to Neillsville .....                          | 14.00  |
| Eau Claire to Chicago Junction .....                    | 80.62  |
| Superior Junction to Itaska St. switch .....            | 60.57  |
| Wakefield to Hartington .....                           | 33.76  |
| Total length of branches owned by this company .....    | 556.37 |

|  |              |
|--|--------------|
| Total length of branches owned by this company in Iowa .....             | 17.44        |
| Total length of branches owned by this company in Minnesota .....        | 160.04       |
| Total length of branches owned by this company in Wisconsin .....        | 188.44       |
| Total length of branches owned by this company in Nebraska .....         | 96.08        |
| Total length of branches owned by this company in Dakota .....           | 88.37        |
| Total length of road belonging to this company .....                     | 1,295.57     |
| Total length of road belonging to this company in Iowa .....             | 74.54        |
| Aggregate length of sidings and other tracks not above enumerated .....  | 216.63       |
| Same in Iowa .....   | 20.90        |
| Total length of steel rails in track in Iowa, exclusive of sidings ..... | 66.16        |
| Total length of iron rails in track in Iowa .....                        | 95.00        |
| Weight per yard, steel .....   | 50 lbs.      |
| Weight per yard, iron .....  | 50 lbs.      |
| Gauge of track .....   | 4 ft. 8½ in. |

ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY  
UNDER LEASE OR CONTRACT.

|  |       |
|--|-------|
| Name, description and length of each :   |       |
| St. P., M. & M. R'y, St. Paul to Minneapolis .....                                     | 11.40 |
| M. & St. L. R'y, Minneapolis to Merriam Junction .....                                 | 27.00 |
| Illinois Central R. R., Le Mars to Sioux City .....                                    | 25.20 |
| Superior Short Line R'y, Superior Junction to West Superior and Transfer Grounds ..... | 9.87  |
| Northeast Nebraska R. R., Wayne to Randolph .....                                      | 21.63 |
| Superior Short Line R'y of Minn., Rice's Point to Duluth .....                         | 2.60  |
| Total length of above roads .....  | 97.70 |
| Total length of above roads in Iowa .....  | 25.20 |
| Total length of above roads in other states (specifying each) :                        |       |
| In Minnesota .....   | 41.00 |
| In Wisconsin .....   | 9.87  |
| In Nebraska .....  | 21.63 |

If any part of the road was first opened for operation during the past year, state the date :

|  |          |
|--|----------|
| July 24, miles .....   | 4.19     |
| November 14, miles .....   | 21.63    |
| June 27, miles .....   | 82.90    |
| Total miles of road operated by this company .....   | 1,393.21 |
| Total miles of road operated by this company in Iowa not reported by any other company ..... | 74.54    |

## STATIONS.

|  |     |
|--|-----|
| Number of stations on all roads owned by this company .....    | 224 |
| Same in Iowa .....   | 11  |
| Number of stations on all roads operated by this company ..... | 226 |
| Same in Iowa .....   | 14  |
| Number of telegraph offices in stations in Iowa .....          | 12  |

## EMPLOYEES.

|  |                 |
|--|-----------------|
| Number of persons regularly employed on all roads operated by this company, approximated .....                             | 5,396           |
| Same in Iowa, approximated .....   | 437             |
| Amount paid employees, including officials, on all roads operated by this company for the year ending June, 30, 1887 ..... | \$ 2,714,424.73 |
| Same in Iowa, approximated .....   | 219,868.40      |

## BRIDGES IN IOWA.

|                               | No. | Aggregate Length. |
|-------------------------------|-----|-------------------|
| Wooden trestle and pile ..... | 136 | 8,250             |

## BOX CULVERTS IN IOWA.

|             |    |    |
|-------------|----|----|
| Stone ..... | 17 | 51 |
|-------------|----|----|

## CATTLE-GUARDS.

|                         |    |
|-------------------------|----|
| Number of in Iowa ..... | 70 |
|-------------------------|----|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|   |        |
|---|--------|
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.) .....        | 52,000 |
| Give the average number of years the trestle and pile bridges last on your road in Iowa ..... | 9      |
| Give the average number of years that wooden truss bridges last on your road in Iowa .....    | 9      |

## ROAD-BED AND TRACK.

|   |        |
|---|--------|
| Number of track sections in Iowa .....  | 12     |
| Average length of sections, miles .....   | 7      |
| Average number of men in each section gang .....  | 4.1    |
| Number of new ties laid in track during the year in Iowa .....                                    | 29,510 |
| Average number of new ties per mile of road .....   | 354.1  |
| What is the average number of years that iron rails last in your track on main line in Iowa ..... | 5      |



|   |    |
|---|----|
| What is the average number of years that iron rails last in your track on branches in Iowa.....   | 12 |
| What is the average number of years that steel rails last in your track on main line in Iowa..... | 16 |
| What is the average number of years that steel rails last in your track on branches in Iowa.....  | 12 |
| What is the average number of years that ties last in your track in Iowa....                      | 6  |

## CROSSINGS IN IOWA.

|   |    |
|---|----|
| What railroad crosses your road at grade, and at what locality? |    |
| Burlington, Cedar Rapids & Northern, at Sibley.                 |    |
| Chicago, Milwaukee & St. Paul, at Sheldon.                      |    |
| Chicago & Northwestern, at Alton.                               |    |
| Burlington, Cedar Rapids & Northern, Rock Rapids.               |    |
| Number of highway crossings at grade .....                      | 86 |
| Number of highway crossings at which there are flagmen.....     | 3  |

## FENCING IN IOWA.

|  |              |
|--|--------------|
| How many miles of fencing have you on your road in Iowa.....             | 123.30       |
| What is the average cost per rod.....                                    | .70          |
| What is the total cost of the same.....                                  | \$ 27,596.80 |
| How many miles of new fencing have you built during the year .....       | 1            |
| Give the number of miles needed on both sides of your track in Iowa..... | 14           |

## ROLLING STOCK.

|   | Leased. | Owned. | Total. |
|---|---------|--------|--------|
| Number Passenger cars .....   |         | 86     | 86     |
| Number of baggage, mail and express cars.....                                     |         | 47     | 47     |
| Number of parlor cars .....   |         | 4      | 4      |
| Number of dining cars.....  |         | 2      | 2      |
| Number of pay and officers cars.....  |         | 2      | 2      |
| Number of box freight cars.....   | 470     | 3,933  | 4,403  |
| Number of stock cars.....   |         | 410    | 410    |
| Number of platform and coal cars.....   |         | 1,696  | 1,696  |
| Number of other cars.....   |         | 15     | 15     |
| Total number of cars .....  | 470     | 6,195  | 6,665  |
| Number of locomotives.....  |         | 196    | 196    |
| Maximum weight of locomotives and tenders, tons .....                             |         | 77½    | 77½    |
| Average weight of locomotives and tenders, tons .....                             |         | 64½    | 64½    |
| Number of locomotives equipped with train brake.....                              |         | 114    | 114    |
| Number of locomotives equipped with driver brake, Westinghouse automatic .....    |         |        |        |
| Maximum weight of passenger cars, tons .....                                      |         | 28.9   | 28.9   |
| Average weight of passenger cars, tons .....                                      |         | 26.7   | 26.7   |
| Number of passenger cars equipped with train brake, all passenger equipment ..... |         | 141    | 141    |
| Number of passenger cars equipped with Miller platform and buffer.....            |         | 141    | 141    |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |           |
|--|-----------|
| Miles run by passenger trains during the year.....                           | 1,789,796 |
| Miles run by freight trains during the year.....                             | 2,634,568 |
| Miles run by switching trains during the year, locomotives.....              | 1,177,244 |
| Miles run by construction and repair trains during the year, locomotives.... | 493,312   |
| Total train mileage.....   | 6,094,950 |

## CARS AND WEIGHT OF TRAINS.

|   |       |
|---|-------|
| Average number of cars in passenger trains .....                        | 4.77  |
| Average weight of passenger trains (exclusive of passengers) tons ..... | 123   |
| Average number of cars in freight trains .....                          | 19.92 |
| Average weight of freight trains (exclusive of freight) tons .....      | 219   |

## PASSENGER TRAFFIC.

|   |            |
|---|------------|
| Number of through passengers carried .....                    | 149,802    |
| Number of local passengers carried .....                      | 1,088,884  |
| Total number of passengers carried .....                      | 1,238,686  |
| Total passenger mileage, or passengers carried one mile.....  | 59,891,921 |
| Average distance traveled by each passenger, miles.....       | 48.3       |
| Average amount received from each passenger.....              | \$ 1.25    |
| Highest rate of fare per mile for any distance, cents .....   | 4          |
| Lowest rate of fare per mile for any distance, cents .....    | 1          |
| Average rate of fare per mile for all passengers, cents ..... | 2.59       |

## FREIGHT TRAFFIC.

|   |             |
|---|-------------|
| Number of tons of through freight carried.....                | 1,123,180   |
| Number of tons of local freight carried.....                  | 1,218,904   |
| Total tons of freight carried .....                           | 2,342,084   |
| Total mileage of through freight (tons carried one mile)..... | 179,534,022 |
| Total mileage of local freight (tons carried one mile).....   | 214,737,225 |
| Total freight mileage, or tons carried one mile.....          | 394,271,247 |

|  |      |
|--|------|
| Average rate per ton per mile received for through freight, cents.....   | 1    |
| Average rate per ton per mile received for local freight, cents.....   | 1.33 |
| Average rate per ton per mile received for all freight, cents .....  | 1.18 |
| Average cost per ton per mile to move freight, cents.....  | 77   |
| Percentage of freight originating at, and carried to stations in Iowa, as compared with total freight carried in Iowa. (This should not include fuel or any material for the use of the road) approximate..... | 20.8 |

## CAR MILEAGE.

|   |            |
|---|------------|
| Number of miles run by loaded freight cars east and north ..... | 16,247,831 |
| Number of miles run by loaded freight cars west and south.....  | 23,221,398 |
| Number of miles run by empty freight cars east and north .....  | 9,062,738  |
| Number of miles run by empty freight cars west and south .....  | 2,400,747  |
| Total freight car mileage.....                                  | 50,932,714 |



Percentage of empty freight cars hauled east and north to all freight cars hauled east and north ..... 22  
 Percentage of empty freight cars hauled west and south to all freight cars hauled west and south ..... 3

## SPEED OF TRAINS IN IOWA.

Rate of speed of passenger trains, including stops, miles per hour..... 20½  
 Rate of speed of freight trains, including stops, miles per hour..... 10½

## TONNAGE OF ARTICLES TRANSPORTED.

|   | TONS.     | PER CENT. |
|---|-----------|-----------|
| Grain.....  | 393,536   | 16.79     |
| Flour and mill stuff.....                                   | 350,610   | 14.97     |
| Provisions (beef, pork, lard, etc.).....                    | 10,071    | .43       |
| Animals.....  | 78,460    | 3.29      |
| Other agricultural products.....                            | 90,070    | 4.23      |
| Lumber and forest products.....                             | 606,879   | 26.04     |
| Coal.....   | 191,536   | 8.17      |
| Plaster, lime and cement.....                               | 28,868    | 1.23      |
| Salt.....   | 10,773    | .46       |
| Petroleum and oil.....                                      | 47        | .01       |
| Iron, steel, castings, lead and mineral products.....       | 41,689    | 1.78      |
| Stone and brick.....  | 144,638   | 6.15      |
| Manufactures—articles shipped from point of production..... | 87,473    | 3.60      |
| Merchandise, and other articles not enumerated above.....   | 340,294   | 14.79     |
| Total tons carried.....                                     | 2,312,084 | 100       |

## TONNAGE CROSSING THE MISSOURI RIVER TRANSFER AT SIOUX CITY, IOWA, FOR THE YEAR ENDING JUNE 30, 1887.

|                                |         |
|--------------------------------|---------|
| East bound number of tons..... | 48,400  |
| West bound number of tons..... | 146,800 |
| Total tons.....                | 195,200 |

## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|   | TONS.   | PER CENT. |
|---|---------|-----------|
| Grain.....  | 45,024  | 26.79     |
| Flour and mill stuff.....                                   | 35,244  | 14.97     |
| Provisions (beef, pork, lard, etc.).....                    | 725     | .43       |
| Animals.....  | 5,649   | 3.35      |
| Other agricultural products.....                            | 7,133   | 4.23      |
| Lumber and forest products.....                             | 27,200  | 16.13     |
| Coal.....   | 13,777  | 8.17      |
| Plaster, lime and cement.....                               | 2,074   | 1.23      |
| Salt.....   | 776     | .46       |
| Petroleum and oil.....                                      | 17      | .01       |
| Iron, steel, castings, lead and mineral products.....       | 3,002   | 1.78      |
| Stone and brick.....  | 10,371  | 6.15      |
| Manufactures—articles shipped from point of production..... | 2,626   | 1.60      |
| Merchandise, and other articles not enumerated above.....   | 24,940  | 14.79     |
| Total tons carried.....                                     | 168,630 | 100       |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? American Express Company; rates based on freight tariff; general express business; express company take freight at depot.

## SLEEPING-CARS.

Do sleeping, parlor, or dining-cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? The Pullman Palace Car Company runs sleeping-cars between St. Paul and Sioux City; all charges in addition to the regular fare are made and collected by the Pullman Palace Car Company. Parlor cars run between St. Paul and Sioux City; owned by this company; charges in addition to regular fare based on miles traveled.  
 What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings. Total amount paid the Pullman Palace Car Company, \$43,461.60. This company pays the Pullman Palace Car Company for the use of their cars.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$112.86 on main line; \$42.75 on branches; rates prescribed by the U. S. Post-office Department.  
 What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? Not kept.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? One half of 74.84.  
 What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? The Western Union Telegraph Company owns one half of all telegraph lines on this company's right of way.



## REPORT OF ACCIDENTS FOR IOWA FOR THE YEAR ENDING JUNE 30, 1887.

## KILLED.

| DATE.                  | NAME AND OCCUPATION.               | PLACE.           | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.                                |
|------------------------|------------------------------------|------------------|---|
| 1887.<br>March<br>June | 2 Fred. Ellis<br>20 T. F. Campbell | Alton<br>Le Mars | Coupling cars; crushed by wheels.<br>Coupling cars; crushed between cars. |

## INJURED.

|  |  |                                  |   |
|--|--|----------------------------------|---|
| 1888.<br>August<br>1887.<br>March<br>March | 14 Dan. Connors, switchman<br>20 F. M. Driscoll, yard master<br>21 D. R. Jones, brakeman | Hospers<br>Sioux City<br>Hospers | Coupling cars; finger cut off.<br>Coupling cars; finger broken.<br>Coupling cars; finger cut off. |
|--|--|----------------------------------|---|

| CAUSE OF ACCIDENT.  | KILLED.     |            |         | INJURED.    |            |         |
|---------------------|-------------|------------|---------|-------------|------------|---------|
|                     | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Coupling cars ..... | .....       | 3          | .....   | .....       | 8          | .....   |
| Total .....         | .....       | 3          | .....   | .....       | 3          | .....   |

## SUMMARY OF ACCIDENTS FOR IOWA.

|   |   |
|---|---|
| Number of persons killed during the year .....                          | 2 |
| Number of persons injured during the year .....                         | 3 |
| Number resulting from lack of caution, carelessness or misconduct ..... | 5 |

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—M. Hughitt, Chicago, Ill.  
*Vice-President*—M. L. Sykes, New York, N. Y.  
*Secretary*—E. E. Woodman, Hudson, Wis.  
*Treasurer*—M. L. Sykes, New York, N. Y.  
*General Manager*—E. W. Winter, St. Paul, Minn.  
*General Superintendent*—J. M. Whitman, St. Paul, Minn.  
*General Traffic Manager*—F. B. Clarke, St. Paul, Minn.  
*Division Superintendents*—Jas. McCabe, St. Paul, Minn.; H. Spencer, Mankato, Minn.;  
 E. S. Jaynes, Omaha, Neb.  
*Chief Engineer*—C. W. Johnson, St. Paul, Minn.  
*Superintendent of Telegraph*—H. C. Hope, St. Paul, Minn.  
*Auditor*—L. A. Robinson, St. Paul, Minn.  
*General Passenger Agent*—T. W. Teasdale, St. Paul, Minn.  
*General Freight Agent*—J. T. Clark, St. Paul, Minn.  
*General Counsel*—J. H. Howe, St. Paul, Minn.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

Marvin Hughitt, Chicago, Ill.  
 M. L. Sykes, New York, N. Y.  
 J. M. Whitman, St. Paul, Minn.  
 J. H. Howe, St. Paul, Minn.  
 E. W. Winter, St. Paul, Minn.  
 J. A. Humbird, Hudson, Wis.  
 Albert Keep, Chicago, Ill.  
 C. Vanderbilt, New York, N. Y.  
 W. K. Vanderbilt, New York, N. Y.  
 H. McK. Twombly, New York, N. Y.  
 C. M. Depew, New York, N. Y.  
 D. P. Kimball, Boston, Mass.  
 W. L. Scott, Erie, Pa.

Date of annual meeting of stockholders, first Saturday after first Thursday in June.  
 Fiscal year of company ends December 31st.  
 General offices of the company are located at Hudson, Wis.; St. Paul, Minn.; and 52 Wall  
 St., New York, N. Y.



STATE OF MINNESOTA, } ss.  
COUNTY OF RAMSEY, }

E. W. Winter, General Manager, and L. A. Robinson, Auditor, of the Chicago, St. Paul, Minneapolis & Omaha Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of their knowledge and belief.

(Signed)

[L. S. OF R. R.]

E. W. WINTER,  
L. A. ROBINSON.

Subscribed and sworn to before me, this 14th day of September, A. D. 1887.

[L. S.]

GEO. A. HAMILTON,  
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 16th day of September, A. D. 1887.

E. G. MORGAN, Secretary.

## REPORT

OF THE

## CROOKED CREEK RAILROAD & COAL COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

### CAPITAL STOCK.

|   |               |                      |
|---|---------------|----------------------|
| Amount authorized by articles of association.....       | \$ 500,000.00 |                      |
| Amount authorized by vote of the company.....           | 225,000.00    |                      |
| Number of shares issued .....                           | 2,250         |                      |
| Amount of common stock issued.....                      |               | \$ 225,000.00        |
| Total amount paid in, as per books of the company ..... |               | <u>\$ 225,000.00</u> |

|  |              |  |
|--|--------------|--|
| Total miles of road owned by company.....          | 9.7          |  |
| * Amount of stock per mile of road.....            | \$ 23,195.88 |  |
| Amount of stock representing the road in Iowa..... | All.         |  |
| Amount of stock held in Iowa .....                 | 66,400.00    |  |
| Total number of stockholders .....                 | 7            |  |
| Number of stockholders in Iowa .....               | 2            |  |

### DEBT.

|  |           |            |
|--|-----------|------------|
| Total amount of stock and debt.....            |           | 225,000.00 |
| Amount of stock and debt per mile of road..... | 23,195.88 | <u></u>    |

### COST OF ROAD AND EQUIPMENT.

#### CONSTRUCTION OF ROAD AND BRANCHES, NOT REPORTED SEPARATELY.

|   |                     |
|---|---------------------|
| Grading.....  | \$ 9,500.00         |
| Bridging and masonry .....  | 10,000.00           |
| Superstructure, including rails .....   | 28,500.00           |
| Land, land damages and fences .....   | 6,065.00            |
| Passenger and freight stations, coal sheds and water stations .....                   | 4,000.00            |
| Engine houses, car sheds and turn-tables.....   | 600.00              |
| Interest paid during construction, discounts, etc.....                                | 500.00              |
| Engineering, agencies, salaries, and other expenses incurred during construction..... | 650.00              |
| Total expended for construction .....   | <u>\$ 59,815.00</u> |

|  |             |
|--|-------------|
| Average cost of construction per mile of road (9.7 miles)..... | \$ 6,166.50 |
| Proportion of cost of construction for Iowa .....              | All.        |

\* This includes coal company's stock.



## COST OF EQUIPMENT.

|   |    |           |
|---|----|-----------|
| Locomotives .....                               | \$ | 12,000.00 |
| Passenger, mail, baggage and express cars ..... |    | 1,100.00  |
| Freight and other cars .....                    |    | 8,300.00  |
| Total for equipment .....                       | \$ | 22,310.00 |

|  |      |           |
|--|------|-----------|
| *Average cost of equipment per mile of road operated by company (23.2 miles) ..... | \$   | 961.63    |
| Proportion of cost of equipment for Iowa .....                                     | All. |           |
| Total cost of road and equipment .....   | \$   | 92,125.00 |

|  |    |            |
|--|----|------------|
| †Average cost of road and equipment per mile (9.7 miles) .....             | \$ | 8,466.50   |
| Proportion of cost of road and equipment for Iowa .....                    |    | 8,466.50   |
| Actual present cash value of road and equipment .....                      | \$ | 82,125.00  |
| Actual cash value of all other property owned, with schedule of same ..... |    | 142,875.00 |
| Coal plant and other real estate .....                                     |    |            |

## EQUIPMENT.

|   | Number. |             |
|---|---------|-------------|
| Locomotives .....                                     | 1       | \$ 6,130.00 |
| Freight and other cars .....                          | 10      | 2,300.00    |
| Total equipment .....                                 |         | \$ 8,060.00 |
| Total expenditures charged to property accounts ..... |         | \$ 9,000.00 |

## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                       | THROUGH.  | LOCAL. | TOTAL.    |
|-----------------------|-----------|--------|-----------|
| July, 1886 .....      | \$ 28.20  |        | \$ .....  |
| August, 1886 .....    | 30.95     |        | .....     |
| September, 1886 ..... | 136.80    |        | .....     |
| October, 1886 .....   | 86.40     |        | .....     |
| November, 1886 .....  | 124.69    |        | .....     |
| December, 1886 .....  | 85.15     |        | .....     |
| January, 1887 .....   | 74.25     |        | .....     |
| February, 1887 .....  | 63.80     |        | .....     |
| March, 1887 .....     | 74.60     |        | .....     |
| April, 1887 .....     | 58.70     |        | .....     |
| May, 1887 .....       | 67.20     |        | .....     |
| June, 1887 .....      | 116.60    |        | .....     |
| Totals .....          | \$ 946.74 |        | \$ 946.74 |

\* Includes 13.5 miles leased of Webster City &amp; Southwestern R. R. Co.

† This embraces only cost of road owned by this company.

## FROM TRANSPORTATION OF FREIGHT.

|                       | THROUGH.     | LOCAL. | TOTAL.       |
|-----------------------|--------------|--------|--------------|
| July, 1886 .....      | \$ 821.45    |        | \$ .....     |
| August, 1886 .....    | 907.52       |        | .....        |
| September, 1886 ..... | 1,142.13     |        | .....        |
| October, 1886 .....   | 1,879.73     |        | .....        |
| November, 1886 .....  | 1,623.27     |        | .....        |
| December, 1886 .....  | 1,435.68     |        | .....        |
| January, 1887 .....   | 970.76       |        | .....        |
| February, 1887 .....  | 814.10       |        | .....        |
| March, 1887 .....     | 413.19       |        | .....        |
| April, 1887 .....     | 42.18        |        | .....        |
| May, 1887 .....       | 99.20        |        | .....        |
| June, 1887 .....      | 335.20       |        | .....        |
| Totals .....          | \$ 10,184.41 |        | \$ 10,184.41 |

## FROM ALL OTHER SOURCES.

|                       | MAILS.    | EXPRESS.  | MISCELLANEOUS. | TOTAL.    |
|-----------------------|-----------|-----------|----------------|-----------|
| July, 1886 .....      | \$ 33.74  |           |                | \$ .....  |
| August, 1886 .....    | 33.74     |           |                | .....     |
| September, 1886 ..... | 33.74     |           |                | .....     |
| October, 1886 .....   | 33.74     | 18.86     |                | .....     |
| November, 1886 .....  | 33.74     | 13.51     |                | .....     |
| December, 1886 .....  | 33.74     | 13.65     |                | .....     |
| January, 1887 .....   | 33.27     | 13.80     |                | .....     |
| February, 1887 .....  | 28.28     | 13.00     |                | .....     |
| March, 1887 .....     | 28.27     | 12.17     |                | .....     |
| April, 1887 .....     | 28.27     | 14.19     |                | .....     |
| May, 1887 .....       | 28.27     | 11.88     |                | .....     |
| June, 1887 .....      | 28.27     | 12.21     |                | .....     |
| Totals .....          | \$ 377.05 | \$ 123.27 |                | \$ 500.32 |



## ANALYSIS OF EARNINGS.

|  |           |           |        |
|--|-----------|-----------|--------|
| Earnings, passenger :  |           |           |        |
| From local passengers.....   | \$        | 946.74    |        |
| From all passengers .....  |           |           | 946.74 |
| From express and baggage.....  |           |           | 123.27 |
| From mails.....  |           |           | 377.65 |
| Total earnings passenger department.....   | \$        | 1,447.66  |        |
| *Earnings per train mile run (13,500 miles).....                                 |           |           |        |
|  | \$        | .10       |        |
| Earnings, freight :  |           |           |        |
| Freight per mile (13,500).....   |           | .76       |        |
| From local.....  | 10,184.41 |           |        |
| From through.....  |           | .86       |        |
| Total earnings, freight department.....  | \$        | 10,184.41 |        |
| Earnings per train mile run, from all trains earning revenue (13,500 miles)..... |           |           |        |
|  |           | .86       |        |
| Proportion of earnings for Iowa.....   | All.      |           |        |
| Earnings from all other sources, profits hauling company coal..                  | \$        | 17,369.55 |        |
| Total earnings from all sources.....   | \$        | 29,601.02 |        |
| Earnings per mile of road operated (23.2 miles).....                             |           |           |        |
|  |           | 1,250.00  |        |
| Proportion of earnings for Iowa.....   | All.      |           |        |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|   |    |           |
|---|----|-----------|
| Repairs of road-bed and track.....                            | \$ | 5,974.25  |
| Renewal of rails (number tons laid, steel, 155).....          |    | 5,726.10  |
| Renewal of ties (number laid, 960).....                       |    | 384.00    |
| Repairs of bridges, including culverts and cattle-guards..... |    | 330.65    |
| Repairs of buildings, stations and water tanks.....           |    | 27.50     |
| Total.....  | \$ | 11,442.50 |

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

|                              |    |          |
|------------------------------|----|----------|
| Repairs of locomotives.....  | \$ | 913.00   |
| Repairs of freight cars..... |    | 140.50   |
| Total.....                   | \$ | 1,053.50 |

## CLASS 3—CONDUCTING TRANSPORTATION.

|                                     |    |          |
|-------------------------------------|----|----------|
| Fuel for locomotives.....           | \$ | 1,685.60 |
| Water supply.....                   |    | 351.00   |
| Oil and waste.....                  |    | 231.00   |
| Locomotive service.....             |    | 2,405.75 |
| Freight train service.....          |    | 1,162.30 |
| Freight train supplies.....         |    | 265.63   |
| Damages to property and cattle..... |    | 45.00    |
| Agents and station service.....     |    | 1,265.75 |
| Station supplies.....               |    | 22.25    |
| Total.....                          | \$ | 7,367.80 |

\* No mileage account kept.

## CLASS 4—GENERAL EXPENSES.

|  |    |          |
|--|----|----------|
| Salaries of general officers and clerks.....                   | \$ | 2,383.20 |
| Legal expenses.....  |    | 200.00   |
| Stationery and printing, outside agencies and advertising..... |    | 37.50    |
| Taxes in Iowa.....   | \$ | 461.16   |
| Total.....   | \$ | 2,620.70 |

## RECAPITULATION OF EXPENSES.

|   |      |           |
|---|------|-----------|
| Maintenance of way and buildings.....   | \$   | 11,442.50 |
| Maintenance of motive power and cars.....   |      | 1,053.50  |
| Conducting transportation.....  |      | 7,367.80  |
| General expenses, including taxes.....  | \$   | 2,620.70  |
| Total operating expenses and taxes.....   | \$   | 22,384.00 |
| Operating expenses and taxes per mile of road operated (23.2 miles).....                        |      |           |
|   | \$   | 969.13    |
| Operating expenses and taxes per train mile run, for trains earning revenue (13,500 miles)..... |      | 1.66      |
| Proportion of operating expenses and taxes for Iowa.....  | All. |           |
| Expenses of running and management of all trains earning revenue.....                           | \$   | 7,367.30  |
| Percentage of expenses to earnings.....   |      | 77%       |

## GENERAL EXHIBIT.

|  |    |           |
|--|----|-----------|
| Total earnings.....                                  | \$ | 29,001.02 |
| Total expenses, including taxes.....                 |    | 22,484.00 |
| Net earnings.....                                    | \$ | 6,517.02  |
| Rentals, specifying amount paid to each company :    |    |           |
| W. S. & S. W. R. R.....                              | \$ | 5,670.00  |
| Interest accruing during the year.....               |    | 5,266.06  |
| Balance for the year.....                            |    | 847.02    |
| Balance at commencement of the year.....             |    | 219.44    |
| Balance at the close of the year, June 30, 1887..... | \$ | 1,066.46  |

## GENERAL RECAPITULATION.

|  |    |           |
|--|----|-----------|
| Total earnings.....  | \$ | 29,001.02 |
| Total operating expenses and taxes.....                      |    | 22,484.00 |
| Net earnings above operating expenses and taxes.....         |    | 6,517.02  |
| Net earnings above operating expenses, taxes and rental..... |    | 847.02    |
| Gross earnings per train mile run (13,500 miles).....        | \$ | 2.15      |
| Net earnings per train mile run (13,500 miles).....          |    | 0.48      |
| Percentage of net earnings to stock and debt.....            |    | 1/4       |
| Percentage of net earnings to cost of road and equipment.... |    | .1        |

## TAXES.

## AMOUNT PAID FOR THE YEAR ENDING JUNE 30, 1887.

|              |    |        |
|--------------|----|--------|
| In Iowa..... | \$ | 461.61 |
|--------------|----|--------|



## SURPLUS.

|  |    |          |
|--|----|----------|
| Surplus at the commencement of the year..... | \$ | 219.44   |
| Surplus at the close of the year.....        |    | 1,666.46 |

## GENERAL BALANCE SHEET, AT THE CLOSING OF ACCOUNTS, JUNE 30, 1887.

## DEBIT.

|  |    |            |
|--|----|------------|
| Cost of road.....                      | \$ | 59,815.00  |
| Cost of equipment.....                 |    | 22,310.00  |
| Coal, plant and other real estate..... |    | 142,875.00 |
| Total.....                             | \$ | 225,000.00 |

## CREDIT.

|                    |    |            |
|--------------------|----|------------|
| Capital stock..... | \$ | 225,000.00 |
| Total.....         | \$ | 225,000.00 |

## DESCRIPTION OF ROAD.

|  |     |
|--|-----|
| Length main line of road from Judd to Lehigh .....                       | 9.7 |
| Total length of road belonging to this company.....                      | 9.7 |
| Total length of road belonging to this company in Iowa.....All.          |     |
| Aggregate length of sidings and other tracks not above enumerated.....   | 5   |
| Same in Iowa.....All.  |     |
| Total length of steel rails in tracks in Iowa, exclusive of sidings..... | 8   |
| Total length of iron rails in tracks in Iowa, exclusive of sidings.....  | 6.7 |
| Weights per yard, steel, 41½ pounds; 50 pounds; 56 pounds.               |     |
| Weights per yard, iron, 30 pounds.                                       |     |
| Gauge of track, 4 feet 8½ inches.  |     |

## ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT

Name, description and length of each:

|   |      |
|---|------|
| Webster City & Southwestern Railroad Company.....   | 13.5 |
| Total length of above road.....   |      |
| Total length of above road in Iowa.....All.   |      |
| If any part of the road was first opened for operation during the past year, state the date? October 1, 1886. |      |

## STATIONS.

|   |   |
|---|---|
| Number of stations on all roads owned by this company.....    | 2 |
| Same in Iowa.....All.   |   |
| Number of stations on all roads operated by this company..... | 6 |
| Same in Iowa.....All.   |   |

## EMPLOYES.

|   |             |
|---|-------------|
| Number of persons regularly employed on all roads operated by this company.....   | 10          |
| Same in Iowa.....   | 10          |
| Amount paid employes, including officials, on all roads operated by this company for the year ending June 30, 1887..... | \$ 7,207.00 |
| Same in Iowa.....All.   |             |

## BRIDGES IN IOWA.

|   | No. | Aggregate Length. |
|---|-----|-------------------|
| Wooden truss bridges over 100 feet in length..... | 1   | 370               |
| Wooden trestle and pile.....                      | 14  | 650               |

## BOX CULVERTS IN IOWA.

|             |   |    |
|-------------|---|----|
| Timber..... | 4 | 80 |
|-------------|---|----|

## CATTLE GUARDS.

|                        |    |     |
|------------------------|----|-----|
| Number of in Iowa..... | 18 | 180 |
|------------------------|----|-----|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|  |       |
|--|-------|
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.).....                    | 3,200 |
| Give the average number of years that wooden truss bridges last on your road in Iowa? About seven years. |       |

## ROAD-BED AND TRACK.

|  |         |
|--|---------|
| Number of track sections in Iowa.....  | 3       |
| Average length of sections, miles.....   | 7½      |
| Average number of men in each section gang.....  | 4       |
| Number of new ties laid in track during the year in Iowa.....  | 960     |
| Average number of new ties per mile of road.....   | 100     |
| New rails laid in track during the year in Iowa—steel (155 tons) miles.....                                | 2       |
| Total track laid with new rails during the year in Iowa, miles.....  | 2       |
| What is the average number of years that iron rails last in your track on main line in Iowa, years.....    | 9 to 10 |
| What is the average number of years that steel rails last in your track on main line Iowa? Not yet tested. |         |
| What is the average number of years that ties last in your track in Iowa? From two to ten years.           |         |

## CROSSINGS IN IOWA.

What railroad crosses your road at grade, and at what locality?  
Mason City & Fort Dodge Railroad at Lehigh (twice).

## FENCING IN IOWA.

Give the number of miles needed on both sides of your track in each county in Iowa? About nine miles.

## ROLLING STOCK.

|  |    |
|--|----|
| Number of baggage, mail and express cars, combination.....   | 1  |
| Number of platform and coal cars.....  | 10 |
| Number of other cars.....  | 2  |
| Total number of cars.....  | 13 |
| Number of locomotives.....   | 2  |
| Maximum weight of locomotives and tenders, tons.....   | 30 |
| Average weight of locomotives and tenders, ton.....  | 25 |
| Number of locomotives equipped with train brake.....   | 2  |
| The amount of tonnage that can be carried over your road in Iowa, exclusive of cars, by an engine of given weight. Weight of engine, 30 tons.. | 90 |



## MILEAGE TRAFFIC, ETC.

## FREIGHT TRAFFIC.

|  |        |           |
|--|--------|-----------|
| Number of tons of local freight carried.....               | 43,327 |           |
| Total tons of freight carried.....                         | 43,327 |           |
|  | TONS.  | PER CENT. |
| Grain .....  | 170    | 0.05      |
| Flour .....  | 20     |           |
| Animals .....  | 60     |           |
| Other agricultural products.....                           | 165    | 0.05      |
| Lumber and forest products .....                           | 1,850  | 0.4       |
| Coal.....  | 39,929 | 9.2       |
| Plaster, lime and cement .....                             | 30     |           |
| Salt .....   | 15     |           |
| Iron, steel and castings .....                             | 432    | 0.1       |
| Stone and brick .....                                      | 126    |           |
| Merchandise, and other articles not enumerated above ..... | 530    | 0.1       |
| Total tons carried .....                                   | 43,327 | 100.      |

## ADDITIONAL QUESTIONS.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? One mail per day. Compensation per annum, \$411.96.

What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? At Border Plains, \$5.00 per month.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—W. C. Willson, Lehigh, Iowa.  
 Vice-President—Geo. Burnham, Milwaukee, Wisconsin.  
 Secretary—J. M. Funk, Webster City, Iowa.  
 Treasurer—J. M. Funk, Webster City, Iowa.  
 General Manager—W. C. Willson, Lehigh, Iowa.  
 General Superintendent—Geo. W. Post, Lehigh, Iowa.  
 General Passenger Agent—T. E. Willson, Webster City, Iowa.  
 General Freight Agent—Samuel McClure, Lehigh, Iowa.  
 General Solicitor—D. D. Chase, Webster City, Iowa.

## DIRECTORS, NAME AND POST OFFICE ADDRESS.

Geo. Burnham, Milwaukee, Wisconsin.  
 E. S. Judd, Milwaukee, Wisconsin.  
 A. K. Hamilton, Milwaukee, Wisconsin.  
 W. C. Willson, Webster City, Iowa.  
 J. M. Funk, Webster City, Iowa.

Date of annual meeting of stockholders, second Wednesday of June.  
 General offices of the company are located at Lehigh, Iowa.

STATE OF IOWA.  
 COUNTY OF WEBSTER. } ss.

W. C. Willson, President of the Crooked Creek Railroad Company, being duly sworn, depose and say that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company and, having carefully examined the same, declare them to be true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of his knowledge and belief.

(Signed,)

W. C. WILLSON,

President.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 9th day of September, A. D. 1887.

SAMUEL McCCLURE,

Notary Public.

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 15th day of September, A. D. 1887.

E. G. MORGAN,

Secretary.



## REPORT

OF THE

## WEBSTER CITY &amp; SOUTHWESTERN RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

## CAPITAL STOCK.

|   |               |
|---|---------------|
| Amount authorized by articles of association.....     | \$ 500,000.00 |
| Amount authorized by vote of the company.....         | 54,000 00     |
| Number of shares issued.....                          | 540           |
| Amount of common stock issued.....                    | \$ 54,000.00  |
| Total amount paid in as per books of the company..... | \$ 54,000.00  |
| Total miles of road owned by company.....             | 13 5          |
| Amount of stock per mile of road.....                 | \$ 4,000.00   |
| Amount of stock representing the road in Iowa.....    | All.          |
| Amount of stock held in Iowa.....                     | 15,900.00     |
| Total number of stockholders.....                     | 6             |
| Number of stockholders in Iowa.....                   | 3             |

## DEBT.

|   |               |
|---|---------------|
| Floating debt.                                    |               |
| Incurred for construction.....                    | \$ 54,703.44  |
| Total amount of floating debt.....                | \$ 54,703.44  |
| Total amount of debt liabilities.....             | \$ 54,703.44  |
| Amount of debt per mile of road.....              | \$ 4,052.10   |
| Amount of debt representing the road in Iowa..... | All.          |
| Total amount of stock and debt.....               | \$ 108,703.44 |
| Amount of stock and debt per mile of road.....    | 8,052.10      |

REMARKS—The Webster City & Southwestern Railroad is leased to the Crooked Creek Railroad and Coal Company, and, by the terms of the lease, after paying the expenses of operation the profits are to be divided equally between the two roads, on the basis of the actual cost of each road.

## COST OF ROAD AND EQUIPMENT.

## CONSTRUCTION OF ROAD AND BRANCHES (NOT REPORTED SEPARATELY)

|  |               |
|--|---------------|
| Grading.....   | \$ 17,316.12  |
| Bridging and masonry.....  | 3,020.45      |
| Superstructure, including rails.....                                       | 69,494.37     |
| Land, land damages and fences.....   | 7,574.89      |
| Passenger and freight stations, coal sheds and water stations.....         | 2,203.00      |
| Engine houses, car sheds and turn-tables.....                              | 4,224.76      |
| Interest paid during construction, discounts, etc.....                     | 1,222.76      |
| Engineering, agencies, salaries and other expenses during construction.... | 2,164.59      |
| All other items charged to construction not enumerated above.....          | 1,482.50      |
| *Total expended for construction.....                                      | \$ 108,703.44 |

|   |             |
|---|-------------|
| Average cost of construction per mile of road (13.5 miles)..... | \$ 8,052.10 |
| Proportion of cost of construction for Iowa.....                | All.        |

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|  |               |
|--|---------------|
| Grading.....   | \$ 17,316.12  |
| Bridging and masonry.....  | 3,020.45      |
| Superstructure, including rails.....                                       | 69,494.37     |
| Land, land damages and fences.....   | 7,574.89      |
| Passenger and freight stations, coal sheds and water stations.....         | 2,203.00      |
| Engine houses, car sheds and turn-tables.....                              | 4,224.76      |
| Engineering, agencies, salaries and other expenses during construction.... | 4,869.85      |
| Total for construction.....  | \$ 108,703.44 |
| Total expenditures charged to property accounts.....                       | \$ 108,703.44 |

## BRIDGES IN IOWA.

|                              | Number. | Aggregate length. |
|------------------------------|---------|-------------------|
| Wooden pile and trestle..... | 3       | 480               |

## BOX CULVERTS IN IOWA.

|             |   |    |
|-------------|---|----|
| Timber..... | 1 | 30 |
|-------------|---|----|

## CATTLE-GUARDS.

|                        |    |     |
|------------------------|----|-----|
| Number of in Iowa..... | 23 | 230 |
|------------------------|----|-----|

## ROAD-BED AND TRACK.

|   |        |
|---|--------|
| Number of track sections in Iowa: Embraced in Crooked Creek R. R.'s report.           |        |
| Average length of sections: Embraced in Crooked Creek R. R.'s report.                 |        |
| Average number of men in each section gang: Embraced in Crooked Creek R. R.'s report. |        |
| Number of new ties laid in track during the year in Iowa.....                         | 37,800 |
| Average number of new ties per mile of road.....                                      | 2,800  |
| New rails laid in track during the year in Iowa—steel (1,000 tons) miles.....         | 13 5   |

\* Not yet completed; ballasting and surfacing yet to be done.



## CROSSINGS IN IOWA.

Number of highway crossings at grade.....

19

## FENCING IN IOWA.

Give the number of miles needed on both sides of your track in each county  
in Iowa: The whole line.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—A. K. Hamilton, Milwaukee, Wis.

Vice-President—W. C. Willson, Webster City, Iowa.

Secretary—J. M. Funk, Webster City, Iowa.

Treasurer—J. M. Funk, Webster City, Iowa.

General Manager—W. C. Willson, Webster City, Iowa.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

A. K. Hamilton, Milwaukee, Wis.

George Burnham, Milwaukee, Wis.

Chas. T. Burnham, Milwaukee, Wis.

J. M. Funk, Webster City, Iowa.

W. C. Willson, Webster City, Iowa.

STATE OF IOWA, }  
COUNTY OF WEBSTER, } ss.

W. C. Willson, Vice-President and General Manager of the Webster City & Southwestern Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of his knowledge and belief.

[L. S. OF R. R.]

(Signed)

W. C. WILLSON,  
Vice-President and General Manager.

Subscribed and sworn to before me, this 9th day of September, A. D. 1887.

[L. S.]

SAMUEL MCCLURE,  
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 15th day of September, A. D. 1887.

E. G. MORGAN, Secretary.

## REPORT

OF THE

## DES MOINES &amp; FORT DODGE RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

## CAPITAL STOCK.

|  |                 |
|--|-----------------|
| Amount authorized by articles of association .....                 | \$ 4,000,000.00 |
| Amount authorized by vote of the company.....                      | 4,000,000.00    |
| Number of shares issued, 50,412.80; amount paid in.....            |                 |
| Amount of common stock issued.....                                 | \$ 4,283,000.00 |
| Amount of preferred stock issued, and conditions of preferment     | 758,280.00      |
| Entitled to dividends up to 7 per cent before any on common stock. |                 |
| Total amount paid in, as per books of the company.....             | \$ 5,041,280.00 |
| Total miles of road owned by company.....                          | 137.83          |
| Amount of stock per mile of road.....                              | \$ 36,576.07    |
| Amount of stock representing the road in Iowa.....                 | All             |
| Total number of stockholders.....                                  | 350             |

## DEBT.

Funded debt as follows:

|  |                     |
|--|---------------------|
| 1,870 bonds due 1,905 rate of interest 4 per cent .....        | \$ 1,870,000.00     |
| Amount of interest paid on same during the year .....          | \$ 30,576.00        |
| 1,200 bonds due 1,905, rate of interest, cents.....            | 1,200,000.00        |
| Amount of interest paid on same during the year.....           | None.               |
| Certificate of indebtedness, rate of interest 7 per cent ..... |                     |
| Interest paid.....   | 1,741.85— 58,999.99 |
| Total amount of funded debt .....                              | \$ 3,128,999.99     |
| Total amount of debt liabilities .....                         | \$ 3,128,999.99     |
| Amount of debt per mile of road.....                           | \$ 22,701.15        |
| Total amount of stock and debt .....                           | 8,170,279.09        |
| Amount of stock and debt per mile of road .....                | \$ 59,277.93        |
| Amount of interest paid representing the road in Iowa .....    | 32,316.35           |

NOTE—In addition to original amount of stock authorized by articles of association, the articles of association provide for the issuing of 230 shares additional common and 30 shares preferred stock for every mile of new road built.



## COST OF EQUIPMENT.

|   |        |              |
|---|--------|--------------|
| Total cost of road and equipment.....   | \$     | 8,519,473.81 |
| Average cost of road and equipment per mile, miles.....                                   | 139.83 | \$ 61,811.46 |
| Proportion of cost of road and equipment for Iowa.....                                    | All.   |              |
| Average cost of road and equipment per mile in Iowa.....                                  |        | 61,811.46    |
| The road having been bought fully equipped, we cannot itemize cost of road and equipment. |        |              |

## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                      | THROUGH.     | LOCAL.       | TOTAL.       |
|----------------------|--------------|--------------|--------------|
| July, 1886.....      | \$ 3,353.18  | \$ 6,189.55  | \$ 9,542.73  |
| August, 1886.....    | 2,603.36     | 5,684.15     | 8,287.51     |
| September, 1886..... | 3,255.21     | 8,078.67     | 11,333.88    |
| October, 1886.....   | 1,278.01     | 5,867.06     | 7,145.07     |
| November, 1886.....  | 1,633.07     | 4,998.26     | 6,631.33     |
| December, 1886.....  | 1,504.44     | 5,409.37     | 6,913.81     |
| January, 1887.....   | 1,037.49     | 3,976.31     | 5,013.80     |
| February, 1887.....  | 920.05       | 5,968.29     | 6,888.34     |
| March, 1887.....     | 1,278.46     | 5,893.93     | 7,172.39     |
| April, 1887.....     | 1,202.69     | 8,120.36     | 9,323.05     |
| May, 1887.....       | 1,237.19     | 4,973.88     | 6,211.07     |
| June, 1887.....      | 2,574.67     | 5,190.39     | 7,765.06     |
| Total.....           | \$ 21,777.72 | \$ 65,332.62 | \$ 87,110.34 |

## FROM TRANSPORTATION OF FREIGHT.

|                      | THROUGH.      | LOCAL.        | TOTAL.        |
|----------------------|---------------|---------------|---------------|
| July, 1886.....      | \$ 6,380.06   | \$ 6,974.07   | \$ 13,354.13  |
| August, 1886.....    | 11,330.19     | 7,862.78      | 19,192.97     |
| September, 1886..... | 11,723.75     | 11,220.41     | 22,944.16     |
| October, 1886.....   | 14,102.21     | 13,066.59     | 27,168.80     |
| November, 1886.....  | 9,630.92      | 11,679.03     | 21,309.95     |
| December, 1886.....  | 14,423.04     | 13,033.04     | 27,456.08     |
| January, 1887.....   | 11,861.10     | 9,038.21      | 20,899.31     |
| February, 1887.....  | 9,493.92      | 7,696.53      | 17,190.45     |
| March, 1887.....     | 11,199.50     | 9,354.89      | 20,554.39     |
| April, 1887.....     | 7,469.14      | 7,414.42      | 14,883.56     |
| May, 1887.....       | 9,315.33      | 6,961.60      | 16,276.93     |
| June, 1887.....      | 7,455.35      | 6,136.54      | 13,591.89     |
| Total.....           | \$ 124,447.51 | \$ 110,471.71 | \$ 234,919.22 |

## MONTHLY EARNINGS—FROM ALL OTHER SOURCES.

|                      | MAILS.      | EXPRESS.    | MISCELLANEOUS. | TOTAL.       |
|----------------------|-------------|-------------|----------------|--------------|
| July, 1886.....      | \$ 707.31   | \$ 405.00   | \$ 158.04      | \$ 1,270.35  |
| August, 1886.....    | 707.31      | 390.00      | 231.93         | 1,329.24     |
| September, 1886..... | 707.27      | 390.00      | 122.87         | 1,220.14     |
| October, 1886.....   | 707.27      | 390.00      | 126.13         | 1,223.40     |
| November, 1886.....  | 656.87      | 390.00      | 289.28         | 1,336.15     |
| December, 1886.....  | 707.27      | 390.00      | 69.46          | 1,166.73     |
| January, 1887.....   | 686.78      | 405.00      | 115.17         | 1,206.95     |
| February, 1887.....  | 612.58      | 360.00      | 201.77         | 1,174.35     |
| March, 1887.....     | 707.31      | 284.34      | 89.02          | 1,080.67     |
| April, 1887.....     | 719.48      | 390.00      | 86.92          | 1,196.40     |
| May, 1887.....       | 707.31      | 390.00      | 212.45         | 1,309.76     |
| June, 1887.....      | 707.27      | 390.00      | 69.95          | 1,167.22     |
| Total.....           | \$ 8,334.03 | \$ 4,574.34 | \$ 1,772.99    | \$ 14,681.36 |

## ANALYSIS OF EARNINGS.

|   |               |
|---|---------------|
| Earnings, passenger:                      |               |
| From local passengers.....                | \$ 65,332.62  |
| From through passengers.....              | 21,777.72     |
| From all passengers.....                  | \$ 87,110.34  |
| From express and baggage.....             | 5,575.33      |
| From mails.....                           | 8,334.03      |
| Total earnings, passenger department..... | \$ 100,801.70 |

Earnings per train mile run (163,937 miles).....\$ 0.61

## Earnings, freight:

|   |               |
|---|---------------|
| From local.....   | \$ 110,471.71 |
| From through.....   | 124,447.51    |
| Total earnings freight department.....  | 234,919.22    |
| Earnings per train mile run (164,153 miles).....                                  | 1.43          |
| Earnings per train mile run, from all trains earning revenue (328,110 miles)..... | \$ 1.02       |
| Proportion of earnings for Iowa.....  | All.          |
| Rents received for use of road.....   | 2,400.00      |
| Earnings from all other sources.....  | 990.00        |
| Total earnings from all sources.....  | \$ 339,110.92 |

Earnings per train mile of road operated (142.90 miles).....\$ 2,373.07

Proportion of earnings for Iowa.....All.

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|   |              |
|---|--------------|
| Repairs of road-bed and track.....                            | \$ 40,399.38 |
| Renewal of rails.....   | 1,074.46     |
| Renewal of ties.....  | 8,721.35     |
| Repairs of bridges, including culverts and cattle-guards..... | 4,897.86     |
| Repairs of fences, road-crossings and signs.....              | 2,419.91     |
| Repairs of buildings, stations and water-tanks.....           | 1,071.64     |
| Total.....  | \$ 58,584.60 |



## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                 |    |           |
|---------------------------------|----|-----------|
| Repairs of locomotives.....     | \$ | 20,704.85 |
| Repairs of passenger cars ..... |    | 5,708.40  |
| Repairs of freight cars.....    |    | 10,534.43 |
| Total .....                     | \$ | 36,947.68 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|   |    |            |
|---|----|------------|
| Fuel for locomotives .....                          | \$ | 21,214.14  |
| Water supply.....                                   |    | 2,570.31   |
| Oil and waste.....                                  |    | 3,337.23   |
| Locomotive service .....                            |    | 26,716.30  |
| Passenger train service .....                       |    | 8,392.91   |
| Passenger train supplies .....                      |    | 753.62     |
| Mileage of passenger cars (debit balance).....      |    | 726.63     |
| Freight train service .....                         |    | 11,725.60  |
| Freight train supplies .....                        |    | 918.27     |
| Mileage of freight cars (debit balance) .....       |    | 2,631.58   |
| Telegraph expenses (maintenance and operating)..... |    | 4,238.83   |
| Damage and loss of freight and baggage.....         |    | 227.25     |
| Damages to property and cattle.....                 |    | 2,421.92   |
| Personal injuries .....                             |    | 2,464.38   |
| Agents and station service.....                     |    | 22,641.71  |
| Station supplies.....                               |    | 866.06     |
| Total.....  | \$ | 111,780.40 |

## CLASS 4.—GENERAL EXPENSES.

|   |    |           |
|---|----|-----------|
| Salaries of general officers and clerks .....                   | \$ | 18,490.83 |
| Legal expenses .....  |    | 1,092.40  |
| Insurance .....   |    | 932.80    |
| Stationery and printing, outside agencies and advertising ..... |    | 3,283.25  |
| Contingencies .....   |    | 10,668.85 |
| Taxes in Iowa, all .....  |    | 17,458.34 |
| Total .....   | \$ | 60,346.58 |

## RECAPITULATION OF EXPENSES.

|   |      |            |
|---|------|------------|
| Maintenance of way and buildings .....  | \$   | 58,581.60  |
| Maintenance of motive power and cars.....   |      | 36,947.68  |
| Conducting transportation .....   |      | 111,780.40 |
| General expenses, including taxes .....   |      | 60,346.58  |
| Total operating expenses and taxes .....  | \$   | 267,656.42 |
| Operating expenses and taxes per mile of road, operated (143.50 miles).....                   | \$   | 1,866.14   |
| Operating expenses and taxes per train mile run, for trains earning revenue (110 miles) ..... |      | .82        |
| Proportion of operating expenses and taxes for Iowa .....                                     | All. |            |
| Expenses running and management of passenger trains.....                                      | \$   | 26,494.14  |
| Expenses of running and management of passenger trains, per train mile.....                   |      | .16        |
| Expenses of running and management of freight trains .....                                    |      | 54,153.96  |
| Expenses of running and management of freight trains, per train mile.....                     |      | .33        |
| Expenses of running and management of all trains earning revenue.....                         |      | 80,648.10  |
| Percentage of expenses to earnings.....   |      | .79        |

## GENERAL EXHIBIT.

|  |    |            |
|--|----|------------|
| Total earnings.....  | \$ | 339,110.92 |
| Total expenses, including taxes .....                              |    | 267,656.42 |
| Net earnings .....   |    | 71,452.50  |
| Rentals, specifying amount paid to each company:                   |    |            |
| Illinois Central Railroad .....                                    |    | 2,700.00   |
| Interest accruing during the year.....                             |    | 99,800.00  |
| Interest paid during the year.....                                 |    | 32,316.35  |
| Interest paid during the year on account of the road in Iowa ..... |    | 32,316.35  |
| Interest on funded debt.....                                       |    | 97,800.00  |
| Interest falling due during the year and not paid.....             |    | 65,483.65  |
| Balance for the year .....   |    | 36,436.15  |
| Balance at commencement of the year.....                           |    | 525,518.53 |
| Balance at the close of the year, June 30, 1887 .....              | \$ | 561,954.68 |

## GENERAL RECAPITULATION.

|   |    |            |
|---|----|------------|
| Total earnings.....   | \$ | 339,110.92 |
| Total operating expenses and taxes.....                       |    | 267,656.42 |
| Net earnings above operating expenses and taxes.....          |    | 71,452.50  |
| Net earnings above operating expenses, taxes and rental ..... |    | 68,752.50  |
| Gross earnings per train mile run, 328,110 miles .....        | \$ | 1.03       |
| Net earnings per train mile run, 328,110 miles .....          |    | .21        |
| Percentage of net earnings to stock and debt .....            |    | .84        |
| Percentage of net earnings to cost of road and equipment..... |    | .81        |

## TAXES.

## AMOUNT FOR YEAR ENDING JUNE 30, 1887.

|              |    |           |
|--------------|----|-----------|
| in Iowa..... | \$ | 17,458.34 |
|--------------|----|-----------|

## SURPLUS.

|   |    |            |
|---|----|------------|
| Surplus at the commencement of the year .....   | \$ | 525,518.53 |
| Surplus at the close of the year .....  |    | 561,954.68 |
| Give the name of each road, and the number of shares owned in each of them and the par value of shares..... |    |            |
| Cash .....  |    | 44,578.72  |
| Agricultural lands, land contracts .....  |    | 105,302.48 |
| Real estate .....   |    | 48,840.80  |
| Amount absorbed in construction .....   |    | 333,384.10 |
| Amount in material and balances from other roads .....  |    | 29,848.58  |

## GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS, JUNE 30, 1887.

## DEBIT.

|   |    |              |
|---|----|--------------|
| Cost of road and equipment.....             | \$ | 8,519,547.43 |
| Real estate .....                           |    | 48,840.80    |
| Cash on hand .....                          |    | 44,578.72    |
| Due from agents and companies.....          |    | 19,937.18    |
| Material on hand .....                      |    | 9,911.40     |
| Balance due on contracts of land sales..... |    | 71,639.79    |
| Agricultural lands .....                    |    | 36,210.85    |
| Total .....                                 | \$ | 8,750,666.17 |



## CREDIT.

|                                |                 |
|--------------------------------|-----------------|
| Capital stock .....            | \$ 5,041,288.00 |
| Funded debt .....              | 3,128,999.99    |
| Due other companies, etc. .... | 15,990.68       |
| Bills and pay rolls .....      | 1,418.84        |
| Land grant bonds .....         | 1,000.00        |
| Profit and loss .....          | 561,954.08      |
| Total .....                    | \$ 8,750,650.17 |

## DESCRIPTION OF ROAD.

|   |        |
|---|--------|
| Length of main line of road from Des Moines to Ruthven, miles .....       | 137.10 |
| Length of main line of road from Fort Dodge Junction to Fort Dodge .....  | .73    |
| Length of main line of road in Iowa .....                                 | 137.83 |
| Total length of road belonging to this company .....                      | 137.83 |
| Aggregate length of sidings and other tracks not above enumerated .....   | 26.90  |
| Same in Iowa .....  | 26.90  |
| Total length of steel rails in tracks in Iowa, exclusive of sidings ..... | 90.90  |
| Total length of iron rails in tracks in Iowa .....                        | 46.93  |
| Weights per yard, steel, 56 pounds .....                                  |        |
| Weights per yard, iron, 50 pounds .....                                   |        |
| Gauge of track, 4 feet 8½ inches .....                                    |        |

ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY  
UNDER LEASE OR CONTRACT.

|   |        |
|---|--------|
| Name, description and length of each :                          |        |
| Illinois Central Railroad from Tara to Ft. Dodge Junction ..... |        |
| Total length of above road .....                                | 5.07   |
| Total miles of road operated by this company .....              | 147.90 |

## STATIONS.

|  |    |
|--|----|
| Number of stations on all roads owned by this company .....    | 24 |
| Same in Iowa .....   | 24 |
| Number of stations on all roads operated by this company ..... | 24 |
| Same in Iowa .....   | 24 |
| Number of telegraph offices in stations in Iowa .....          | 24 |

## EMPLOYES.

|   |               |
|---|---------------|
| Number of persons regularly employed on all roads operated by this company .....  | 300           |
| Same in Iowa .....  | 300           |
| Amount paid employees, including officials, on all roads operated by this company for the year ending June 30, 1887 ..... | \$ 176,133.43 |
| Same in Iowa .....  | All.          |

## BRIDGES IN IOWA.

|   | No. | Aggregate Length. |
|---|-----|-------------------|
| Wooden truss bridges over 100 feet in length .....      | 1   | 110               |
| Wooden truss bridges under 100 feet in length .....     | 3   | 200               |
| Combination truss bridges over 100 feet in length ..... |     |                   |
| Wooden trestle and pile .....                           | 112 | 6,155             |
| Iron trestle .....                                      |     |                   |

## ARCH CULVERTS AND VIADUCTS IN IOWA.

|                                 |   |    |
|---------------------------------|---|----|
| Less than 20 feet opening ..... | 1 | 30 |
|---------------------------------|---|----|

## BOX CULVERTS IN IOWA.

|              |     |       |
|--------------|-----|-------|
| Timber ..... | 273 | 7,110 |
| Stone .....  | 1   |       |

## CATTLE-GUARDS.

|                         |     |       |
|-------------------------|-----|-------|
| Number of in Iowa ..... | 161 | 1,293 |
|-------------------------|-----|-------|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|   |    |        |
|---|----|--------|
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.) .....        |    | 25,000 |
| Timber culverts replaced with sewer pipe .....  | 11 | 248    |
| Give the average number of years the trestle and pile bridges last on your road in Iowa ..... |    | 9      |
| Give the average number of years that wooden truss bridges last on your road in Iowa .....    |    | 12     |

## ROAD-BED AND TRACK.

|   |  |
|---|--|
| Number of track sections in Iowa .....  | 24   |
| Average length of sections, miles .....   | 6  |
| Average number of men in each section gang .....  | 4  |
| Number of new ties laid in track during the year in Iowa .....                                      | 22,496                                       |
| Average number of new ties per mile of road .....   | 163  |
| New rails laid in track during the year in Iowa—steel (200 tons), miles .....                       | 2.26   |
| Total track laid with new rails during the year in Iowa, miles .....                                | 2.26   |
| What is the average number of years that iron rails last in your track on main line in Iowa .....   | 12   |
| What is the average number of years that iron rails last in your track on branches in Iowa .....    |  |
| What is the average number of years that steel rails last in your track on main line in Iowa? ..... | Have not had long enough experience to tell. |
| What is the average number of years that ties last on your track in Iowa ....                       | 7  |



## CROSSINGS IN IOWA.

What railroad crosses your road at grade, and at what locality?

|   |     |
|---|-----|
| Chicago, Rock Island & Pacific, at Des Moines.              |     |
| Chicago, Rock Island & Pacific, at Valley Junction.         |     |
| Wabash, St. Louis & Pacific, at Wauke.                      |     |
| Chicago, Milwaukee & St. Paul, at Perry.                    |     |
| Minneapolis & St. Louis, at Angus.                          |     |
| Chicago & Northwestern, at Grand Junction.                  |     |
| Chicago & Northwestern, at Gowrie.                          |     |
| Illinois Central, at Tara.                                  |     |
| Chicago & Northwestern, at Rolfe.                           |     |
| Chicago, Milwaukee & St. Paul, at Ruthven.                  |     |
| Number of highway crossings at grade.....                   | 140 |
| Number of highway crossings at which there are flagmen..... | 1   |

## FENCING IN IOWA.

|   |           |
|---|-----------|
| How many miles of fencing have you on your road in Iowa ..... | 58.70     |
| What is the average cost per rod..... \$                      | 1.15      |
| What is the total cost of same.....                           | 23,951.11 |

Give the number of miles needed on both sides of your track in each county

|                           |       |
|---------------------------|-------|
| In Iowa:                  |       |
| In Greene county.....     | 5.19  |
| In Webster county.....    | 30.41 |
| In Humboldt county.....   | 6.33  |
| In Pocahontas county..... | 16.65 |
| In Palo Alto county.....  | 20.58 |
| Total miles.....          | 79.13 |

## ROLLING STOCK.

|   | Owned. | Total. |
|---|--------|--------|
| Number of passenger cars.....                 | 8      | 8      |
| Number of baggage, mail and express cars..... | 4      | 4      |
| Number of box freight cars.....               | 62     | 62     |
| Number of stock cars.....                     | 20     | 20     |
| Number of platform and coal cars.....         | 187    | 187    |
| Number of other cars.....                     | 72     | 72     |
| Total number of cars.....                     | 353    | 353    |

|   |    |
|---|----|
| Number of locomotives.....  | 13 |
| Maximum weight of locomotives and tenders, tons.....  | 40 |
| Average weight of locomotives and tenders, tons.....  | 30 |
| Number of locomotives equipped with train brake.....  | 6  |
| Maximum weight of passenger cars, tons.....   | 24 |
| Average weight of passenger cars, tons.....   | 22 |
| Number of passenger cars equipped with train brake, 6 coach and 4 baggage   | 10 |
| Number of passenger cars equipped with Miller platform and buffer, 6 coach and 4 baggage.....   | 10 |
| The amount of tonnage that can be carried over your road in Iowa exclusive of cars, by an engine of given weight. Weight of engine, 32 tons; cylinder, 16x24; pressure, 100 pounds, and running 15 miles per hour can carry 230 tons. |    |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |          |
|--|----------|
| Miles run by passenger trains during the year..... | 1,639.57 |
| Miles run by freight trains during the year.....   | 1,641.53 |
| Total train mileage.....                           | 3,281.10 |

## CARS AND WEIGHT OF TRAINS.

|  |         |
|--|---------|
| Average number of cars in passenger trains.....                        | 3       |
| Average weight of passenger trains, exclusive of passengers, tons..... | 142,000 |
| Average number of cars in freight trains.....                          | 18      |
| Average weight of freight trains, exclusive of freight, tons.....      | 420,000 |

## PASSENGER TRAFFIC.

|   |           |
|---|-----------|
| Number of through passengers carried.....                   | 15,257    |
| Number of local passengers carried.....                     | 97,843    |
| Total number of passengers carried.....                     | 113,100   |
| Total passenger mileage or passengers carried one mile..... | 8,382,459 |
| Average distance traveled by each passenger, miles.....     | 29.9      |
| Average amount received from each passenger, cents.....     | 77        |
| Highest rate of fare per mile for any distance, cents.....  | 8         |
| Lowest rate of fare per mile for any distance, cents.....   | 1         |
| Average rate of fare per mile for all passengers, cent..... | 2.57      |

## FREIGHT TRAFFIC.

|  |            |
|--|------------|
| Number of tons of through freight carried.....   | 130,257    |
| Number of tons of local freight carried.....   | 120,248    |
| Total tons of freight carried.....   | 250,505    |
| Total freight mileage, or tons carried one mile.....   | 14,870,022 |
| Average rate per ton per mile received for all freight, cents.....   | 1.6        |
| Average cost per ton per mile to move freight, cents.....  | .04        |
| Percentage of freight originating at, and carried to stations in Iowa, as compared with total freight carried in Iowa. (This should not include fuel or any material for the use of the road)..... | 75         |

## CAR MILEAGE.

|   |           |
|---|-----------|
| Number of miles run by loaded freight cars east and south.....  | 662,900   |
| Number of miles run by loaded freight cars west and north.....  | 791,924   |
| Number of miles run by empty freight cars east and south.....   | 525,876   |
| Number of miles run by empty freight cars west and north.....   | 254,164   |
| Total freight car mileage.....  | 2,134,864 |
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south..... | 48        |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north..... | 24        |

## SPEED OF TRAINS IN IOWA.

|   |    |
|---|----|
| Rate of speed of passenger trains, including stops..... | 23 |
| Rate of speed of freight trains, including stops.....   | 12 |



## TONNAGE OF ARTICLES TRANSPORTED.

|   | TONS.   | PER CENT. |
|---|---------|-----------|
| Grain .....   | 18,141  | 7.24      |
| Flour .....   | 4,141   | 1.63      |
| Provisions (beef, pork, lard, etc.).....                    | 1,074   | .43       |
| Animals .....   | 8,878   | 3.54      |
| Other agricultural products.....                            | 18,045  | 7.20      |
| Lumber and forest products .....                            | 38,542  | 15.39     |
| Coal.....   | 129,596 | 51.73     |
| Plaster, lime and cement .....                              | 5,452   | 2.18      |
| Salt .....  | 1,273   | .51       |
| Petroleum and oil.....                                      | 613     | .25       |
| Iron, steel and castings .....                              | 159     | .06       |
| Stone and brick .....                                       | 6,522   | 2.61      |
| Manufactures—articles shipped from point of production..... | 5,443   | 2.17      |
| Merchandise, and other articles not enumerated above .....  | 12,621  | 5.04      |
| Total tons carried .....                                    | 250,500 | 100.      |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take freights at the depot, or at the office of such express company? United States Express Company, \$15 per day. Freight taken from express company at depot.

## UNITED STATES MAILS IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what term of service? Between Des Moines and Tara, \$19.67 per day; between Tarra and Ruthven, \$7.51 per day.

What have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$180.

## TELEGRAPH.

What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? Western Union Telegraph Co., 137.83.

## LANDS—CONGRESSIONAL GRANT.

|  |              |
|--|--------------|
| State the number of acres of land your company has already received from Congressional grants.....             | 42,636       |
| State the average price at which these lands have been sold or contracted by the company, about .....          | \$ 6.00      |
| State the number of acres sold.....  | 36,151       |
| State the amount received from sales .....   | \$ 20,162.12 |
| State the amount unpaid on outstanding contracts.....  | 71,636.79    |
| State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1887.....     | 138,228.51   |
| State the amount expended in sale and management of lands .....  | 9,566.73     |
| State the amount of taxes paid on lands .....  | 10,697.77    |
| State the amount realized from the sale of lands above the expenses incurred in the management and taxes ..... | 117,963.01   |

## REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1887.

## KILLED AND INJURED.

| DATE.   | NAME AND OCCUPATION.   | PLACE.  | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.  |
|---|--|---|---|
| 1886.<br>November 9<br>November 12<br>November 13<br>1887.<br>January | G. B. Feasler, brakeman.....<br>J. B. Crawford, brakeman.....<br>M. Crawford, stock dealer.....<br>Jas. Flanagan, conductor..... | Walnut Creek bridge.....<br>Pioneer.....<br>Minburn.....<br>Two miles south of Mallard..... | Fell from train or struck by bridge; killed.<br>Coupling cars; arm broken and disabled, and foot crushed.<br>Coupling cars; hand crushed.<br>Broken rail; killed. |



## TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENTS.                                 | KILLED.     |            |         | INJURED.    |            |         |
|---|-------------|------------|---------|-------------|------------|---------|
|   | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Derailments—broken rail.....                        | —           | 1          | —       | —           | —          | —       |
| Coupling cars.....                                  | —           | —          | —       | —           | 1          | 1       |
| Getting on and off trains, or struck by bridge..... | —           | 1          | —       | —           | —          | —       |
| Total.....  | —           | 2          | —       | —           | 1          | 1       |

## SUMMARY OF ACCIDENTS FOR IOWA.

|  |   |
|--|---|
| Number of persons killed during the year.....                          | 2 |
| Number of persons injured during the year.....                         | 3 |
| Number of casualties purely accidental during the entire year.....     | 1 |
| Number resulting from lack of caution, carelessness or misconduct..... | 3 |

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—C. N. Gilmore, Des Moines.  
*Vice-President*—A. B. Flower, New York.  
*Secretary*—John Given, Des Moines.  
*Treasurer*—W. G. Purdy, Chicago.  
*General Superintendent*—C. N. Gilmore, Des Moines.  
*Superintendent of Telegraph*—J. W. Gibney, Des Moines.  
*Auditor*—W. C. Matthews, Des Moines.  
*General Passenger Agent*—G. L. Hurley, Des Moines.  
*General Freight Agent*—G. L. Hurley, Des Moines.  
*General Solicitor*—B. F. Kauffman, Des Moines.

## NAME OF DIRECTORS AND POST-OFFICE ADDRESS.

C. N. Gilmore, Des Moines.  
 A. B. Flower, New York.  
 C. E. Whitehead, New York.  
 Jas. E. Brown, New York.  
 H. H. Hollister, New York.  
 Geo. W. Cable, Davenport.  
 T. S. Wright, Des Moines.  
 J. N. Dewey, Des Moines.  
 John Given, Des Moines.

Date of annual meetings of stockholders, first Thursday in June.  
 Fiscal year of company ends January first.  
 General offices of the company are located at Des Moines.

STATE OF IOWA, } ss.  
 COUNTY OF POLK.

C. N. Gilmore, President of the Des Moines & Fort Dodge Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of his knowledge and belief.

Signed,

C. N. GILMORE, *President.*

[L. S. OF R. R.]

Subscribed and sworn to before me, this 7th day of December, A. D. 1887.

ENOS B. HUNT,

*Notary Public, Polk county, Iowa.*

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 20th day of September, A. D. 1887.

W. W. AINSWORTH, *Secretary.*



## REPORT

OF THE

## HUMESTON &amp; SHENANDOAH RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30, 1887.

## CAPITAL STOCK.

|  |                 |
|--|-----------------|
| Amount authorized by articles of association.....      | \$ 4,000,000.00 |
| Amount authorized by vote of the company.....          | 4,026,000.00    |
| Number of shares issued, 4,026; amount paid in.....    |                 |
| Amount of common stock issued.....                     | \$ 4,026,600.00 |
| Total amount paid in, as per books of the company..... | \$ 4,026,600.00 |

|  |              |
|--|--------------|
| Total miles owned by company.....                      | 85.43        |
| Amount of stock per mile of road.....                  | 42,179.15    |
| Amount of stock representing the road in Iowa.....All. |              |
| Amount of stock held in Iowa.....                      | 2,013,000.00 |
| Total number of stockholders.....                      | 6            |
| Number of stockholders in Iowa.....                    | 3            |

## DEBT.

Funded debt as follows:

|   |                 |
|---|-----------------|
| 2,631 bonds due January 1, 1913; rate of interest 7 per cent. |                 |
| Amount of interest paid on same during the year.....          | \$ 2,684,000.00 |
| Total amount of funded debt.....                              | 563,640.00      |
| Total amount of debt liabilities.....                         | \$ 2,684,000.00 |
|   | 2,684,000.00    |
| Amount of debt per mile of road.....                          | \$ 28,119.44    |
| Amount of debt representing the road in Iowa.....All.         |                 |
| Total amount of stock and debt.....                           | 6,710,000.00    |
| Total amount of stock and debt per mile of road.....          | 70,298.59       |
| Amount of interest paid representing the road in Iowa.....    | 563,640.00      |

## COST OF EQUIPMENT.

|  |                 |
|--|-----------------|
| Total cost of road and equipment.....                          | \$ 6,719,311.95 |
| Average cost of road and equipment per mile (95.45 miles)..... | 70,298.14       |
| Proportion of cost of road and equipment for Iowa.....All.     |                 |
| Average cost of road and equipment per mile in Iowa.....All.   |                 |

## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                      | THROUGH.     | LOCAL.       | TOTAL. |
|----------------------|--------------|--------------|--------|
| July, 1886.....      |              | \$ 2,214.83  |        |
| August, 1886.....    |              | 2,401.63     |        |
| September, 1886..... |              | 2,808.87     |        |
| October, 1886.....   |              | 1,970.86     |        |
| November, 1886.....  |              | 1,936.20     |        |
| December, 1886.....  |              | 1,824.62     |        |
| January, 1887.....   |              | 1,381.62     |        |
| February, 1887.....  |              | 1,809.23     |        |
| March, 1887.....     |              | 1,749.58     |        |
| April, 1887.....     |              | 1,811.45     |        |
| May, 1887.....       |              | 1,657.05     |        |
| June, 1887.....      |              |              |        |
| Totals.....          | \$ 21,005.16 | \$ 21,005.16 |        |

## FROM TRANSPORTATION OF FREIGHT.

|                      | THROUGH.      | LOCAL.        | TOTAL. |
|----------------------|---------------|---------------|--------|
| July, 1886.....      |               | \$ 6,365.38   |        |
| August, 1886.....    |               | 11,551.01     |        |
| September, 1886..... |               | 13,874.08     |        |
| October, 1886.....   |               | 10,252.91     |        |
| November, 1886.....  |               | 11,272.69     |        |
| December, 1886.....  |               | 13,962.92     |        |
| January, 1887.....   |               | 10,611.80     |        |
| February, 1887.....  |               | 10,618.06     |        |
| March, 1887.....     |               | 7,886.94      |        |
| April, 1887.....     |               | 7,675.77      |        |
| May, 1887.....       |               | 8,579.37      |        |
| June, 1887.....      |               | 9,228.82      |        |
| Totals.....          | \$ 121,679.83 | \$ 121,679.83 |        |



## MONTHLY EARNINGS—FROM ALL OTHER SOURCES.

|                      | MAILS.      | EXPRESS,<br>AND EXTRA<br>BAGGAGE. | MISCELLA-<br>NEOUS. | TOTAL.       |
|----------------------|-------------|-----------------------------------|---------------------|--------------|
| July, 1886.....      | \$ 492.52   | \$ 461.77                         | \$ 125.33           | \$ 1,079.62  |
| August, 1886.....    | 492.52      | 463.99                            | 60.47               | 1,018.98     |
| September, 1886..... | 487.80      | 238.55                            | 57.84               | 784.19       |
| October, 1886.....   | 492.52      | 239.95                            | 47.24               | 779.71       |
| November, 1886.....  | 520.84      | 238.30                            | 60.08               | 819.22       |
| December, 1886.....  | 492.52      | 229.85                            | 53.94               | 776.31       |
| January, 1887.....   | 492.52      | 229.15                            | 47.37               | 769.04       |
| February, 1887.....  | 492.52      | 233.70                            | 46.14               | 772.36       |
| March, 1887.....     | 492.52      | 233.00                            | 51.92               | 777.44       |
| April, 1887.....     | 544.44      | 237.90                            | 287.07              | 1,069.41     |
| May, 1887.....       | 418.89      | 244.35                            | 47.57               | 710.81       |
| June, 1887.....      | 418.89      | 234.95                            | 46.96               | 700.80       |
| Totals.....          | \$ 5,838.50 | \$ 3,287.06                       | \$ 931.93           | \$ 10,057.49 |

## ANALYSIS OF EARNINGS.

|  |               |               |
|--|---------------|---------------|
| Earnings, passenger:   |               |               |
| From local passengers.....                                     | \$ 24,005.16  |               |
| From all passengers.....                                       |               | \$ 24,005.16  |
| From express and baggage.....                                  |               | 3,287.06      |
| From mails.....  |               | 5,838.50      |
| Total earnings passenger department.....                       |               | \$ 33,130.72  |
| Passenger earnings per train mile run (71,941 miles).....      | .46           |               |
| Earnings, freight:   |               |               |
| From local.....  | \$ 121,679.83 |               |
| Total earnings freight department.....                         |               | \$ 121,679.83 |
| Freight earnings per train mile run (83,002 miles).....        | 1.43          |               |
| Earnings per train mile run, from all trains earning revenue.. | .99           |               |
| Rents received for use of road.....                            |               | 300.85        |
| Earnings from all other sources.....                           |               | 631.08        |
| Telegraph earnings.....  | 331.08        |               |
| Rental of house owned by company.....                          | 300.00        |               |
| Total earnings from all sources.....                           |               | \$ 155,742.48 |
| Earnings per mile of road operated (100 miles).....            | \$ 1,556.17   |               |
| Proportion of earnings for Iowa.....                           | All.          |               |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES.)

|   |              |
|---|--------------|
| Repairs of road-bed and track.....                            | \$ 29,650.72 |
| Renewal of rails (No. tons laid, steel, 39 970-2240).....     | 1,514.08     |
| Renewal of ties (No. laid, 5,094).....                        | 3,637.34     |
| Repairs of bridges, including culverts and cattle-guards..... | 3,141.70     |
| Repairs of fences, road-crossings and signs.....              | 343.18       |
| Repairs of buildings, stations and water-tanks.....           | 3,135.91     |
| Total.....  | \$ 41,422.03 |

## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                |              |
|--------------------------------|--------------|
| Repairs of locomotives.....    | \$ 7,715.24  |
| Repairs of passenger cars..... | 1,225.41     |
| Repairs of freight cars.....   | 4,748.84     |
| Total.....                     | \$ 13,689.49 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|   |              |
|---|--------------|
| Fuel for locomotives.....                   | \$ 13,112.99 |
| Water supply.....                           | 672.67       |
| Oil and waste.....                          | 731.91       |
| Locomotive service.....                     | 12,481.63    |
| Passenger train service.....                | 4,966.63     |
| Passenger train supplies.....               | 423.13       |
| Freight train service.....                  | 6,710.63     |
| Freight train supplies.....                 | 879.84       |
| Damage and loss of freight and baggage..... | 241.40       |
| Damages to property and cattle.....         | 740.25       |
| Personal injuries.....                      | 4,863.00     |
| Agents and station service.....             | 10,766.53    |
| Station supplies.....                       | 950.36       |
| Total.....                                  | \$ 57,040.97 |

## CLASS 4.—GENERAL EXPENSES.

|  |              |
|--|--------------|
| Salaries of general officers and clerks.....                   | \$ 8,017.80  |
| Legal expenses.....  | 1,669.65     |
| Insurance.....   | 836.59       |
| Stationery and printing, outside agencies and advertising..... | 94.01        |
| Contingencies.....   | 489.88       |
| Taxes in Iowa.....   | 8,333.98     |
| Total.....   | \$ 19,441.91 |

## RECAPITULATION OF EXPENSES.

|   |               |
|---|---------------|
| Maintenance of way and buildings.....     | \$ 41,422.03  |
| Maintenance of motive power and cars..... | 13,689.49     |
| Conducting transportation.....            | 57,040.97     |
| General expenses, including taxes.....    | 19,441.91     |
| Total operating expenses and taxes.....   | \$ 131,595.30 |

|  |             |
|--|-------------|
| Operating expenses and taxes per mile of road operated (100.03 average miles).....               | \$ 1,314.90 |
| Operating expenses and taxes per train mile run, for trains earning revenue (156,943 miles)..... | .84         |
| Proportion of operating expenses and taxes for Iowa.....   |             |
| Expenses of running and management of passenger trains.....                                      | 14,449.46   |
| Expenses of running and management of passenger trains, per train mile.....                      | .209        |
| Expenses of running and management of freight trains.....  | 25,529.79   |
| Expenses of running and management of freight trains, per train mile.....                        | .30         |
| Expenses of running and management of all trains earning revenue.....                            | 39,979.43   |
| Percentage of expenses and taxes to earnings.....  | .8450       |



## GENERAL EXHIBIT.

|  |             |               |
|--|-------------|---------------|
| Total earnings   |             | \$ 155,742.48 |
| Total expenses, including taxes                              |             | 131,595.30    |
| Net earnings   |             | 24,147.18     |
| Rentals, specifying amount paid to each company:             |             |               |
| Keokuk & Western   | \$ 8,257.74 |               |
| Interest accruing during the year                            |             | 8,257.74      |
| Interest paid during the year                                |             | 187,880.00    |
| Interest paid during the year on account of the road in Iowa | All.        | 663,640.00    |
| Interest on funded debt                                      |             |               |
| Interest paid on funded debt                                 |             | 187,880.00    |
| Net earnings paid to lessees                                 |             | 663,640.00    |
| Interest falling due during the year and not paid            |             | 69,940.00     |
| Interest defaulted in preceding years, and paid in this      |             | 69,940.00     |
| Balance for the year   |             | 439,700.00    |
| Balance at commencement of the year                          |             | 15,889.44     |
|  |             | 110,821.16    |
| Balance at the close of the year, June 30, 1887              |             | \$ 32,770.60  |

## GENERAL RECAPITULATION.

|  |        |               |
|--|--------|---------------|
| Total earnings   |        | \$ 155,742.48 |
| Total operating expenses and taxes                       |        | 131,595.30    |
| Net earnings above operating expenses and taxes          |        | 24,147.18     |
| Net earnings above operating expenses, taxes and rental  |        | 15,889.44     |
| Gross earnings per train mile run (156,943 miles)        |        |               |
| Net earnings per train mile run (156,943 miles)          | \$ .09 |               |
| Percentage of net earnings to stock and debt             | .15    |               |
| Percentage of net earnings to cost of road and equipment | .2400  |               |
|  | .2400  |               |

## TAXES.

## AMOUNT PAID FOR YEAR ENDING JUNE 30, 1887.

|         |             |
|---------|-------------|
| In Iowa | \$ 8,333.06 |
|---------|-------------|

## SURPLUS.

|  |               |
|--|---------------|
| Surplus at the commencement of the year          | \$ 110,821.16 |
| Surplus at the close of the year                 | 32,770.60     |
| Amount absorbed in construction                  | 4,166.59      |
| Amount in material and balances from other roads | 11,926.81     |

## GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS, JUNE 30, 1887.

## DEBIT.

|  |                 |
|--|-----------------|
| Construction and equipment   | 6,719,311.95    |
| Cash on hand   | 16,677.37       |
| Material and supplies on hand  | 10,171.21       |
| Balance due from other companies on traffic and miscellaneous accounts | 17,168.88       |
| Due from lessees for rental of H. & S. R. R. line                      | 93,940.00       |
| Operating expenses and taxes for the year                              | 131,595.30      |
| Rental for the year  | 8,257.74        |
|  | \$ 6,997,122.33 |

## DEBIT.

|                                |                 |
|--------------------------------|-----------------|
| Capital stock                  | \$ 4,026,000.00 |
| Funded debt                    | 2,684,000.00    |
| Local aid                      | 5,145.43        |
| Income                         | 16,881.16       |
| Interest and exchange          | 3,043.02        |
| Unpaid vouchers and pay rolls  | 12,370.24       |
| Unpaid interest on funded debt | 93,940.00       |
| Gross earnings for the year    | 155,742.48      |
|                                | \$ 6,997,122.33 |

## DESCRIPTION OF ROAD.

|  |       |
|--|-------|
| Length of main line of road from Van Wert to Shenandoah                                | 95.45 |
| Total length of road belonging to this company   | 95.45 |
| Total length of road belonging to this company in Iowa                                 | All.  |
| Aggregate length of sidings and other tracks not above enumerated                      | 8.50  |
| Same in Iowa   | All.  |
| Total length of steel rail in tracks in Iowa, exclusive of sidings                     | 6.23  |
| Total length of iron rails in track in Iowa  | 89.23 |
| Weights per yard, steel, 56 pounds.  |       |
| Weights per yard, iron, 56 pounds.   |       |
| Gauge of track, 4 feet, 8 1/4 inches.  |       |
| Total miles of road operated by this company   | 95.45 |
| Total miles of road operated by this company in Iowa not reported by any other company | All.  |

## STATIONS.

|  |      |
|--|------|
| Number of stations on all roads owned by this company    | 17   |
| Same in Iowa   | All. |
| Number of stations on all roads operated by this company | 17   |
| Same in Iowa   | All. |
| Number of telegraph offices in stations in Iowa          | 15   |

## EMPLOYEES.

|   |              |
|---|--------------|
| Number of persons regularly employed on all roads operated by this company  | 144          |
| Same in Iowa  | All.         |
| Amount paid employees, including officials, on all roads operated by this company for the year ending June 30, 1887 | \$ 85,677.86 |
| Same in Iowa  | All.         |

## BRIDGES IN IOWA.

|   | No. | Aggregate Length. |
|---|-----|-------------------|
| Combination truss bridges over 100 feet in length | 6   | 700               |
| Wooden trestle and pile                           | 161 | 23,250            |

## BOX CULVERTS IN IOWA.

|        |     |
|--------|-----|
| Timber | 171 |
|--------|-----|

## CATTLE-GUARDS.

|                   |     |
|-------------------|-----|
| Number of in Iowa | 219 |
|-------------------|-----|



## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

Amount of timber used in renewals of wooden bridges during the year (feet B. M.) .....

30,000

## ROAD-BED AND TRACK.

Number of track sections in Iowa.....  
 Average length of section, miles.....  
 Average number of men in each section gang.....  
 Number of new ties laid in track during the year in Iowa.....  
 Average number of new ties per mile of road.....  
 New rails laid in track during the year in Iowa—steel (39 970-2400 tons) miles.....  
 Total track laid with new rails during the year in Iowa, miles.....

18

5.3

3.3

8,094

83

.43

.45

## CROSSINGS IN IOWA.

What railroad crosses your road at grade, and at what locality?  
 Villisca & Burlington Junction Branch of Chicago, Burlington & Quincy, at Clarinda.  
 What railroads cross your road, under, and at what locality?  
 Creston and Hopkins Branch of Chicago, Burlington & Quincy, three miles north of Con-  
 way.

Number of highway crossings at grade.....  
 Number of highway crossings at which there are flagmen.....  
 Number of highway crossings over railroad.....  
 Number of highway crossings under railroad.....  
 Number of highway bridges 20 feet above track.....  
 Number of highway bridges less than 20 feet above track.....

102

6

9

2

4

## FENCING IN IOWA.

How many miles of fencing have you on your road in Iowa.....  
 What is the average cost per rod.....  
 What is the total cost of same.....  
 How many miles of new fencing have you built during the year.....

40.20

.70

18,099.56

1.50

Give the number of miles needed on both sides of your track in each county

In Iowa:

In Wayne county. (Road is now operated by Keokuk & Western Rail-  
 road Company from Humeston, Wayne county, to Van Wert, Decatur  
 county.)

In Decatur county.....

In Ringgold county.....

In Taylor county.....

In Page county.....

Total, miles.....

20.90

87.44

34.92

17.24

110.50

## ROLLING STOCK.

|   | Owned. | Total. |
|---|--------|--------|
| Number of passenger cars.....                 | 2      | 2      |
| Number of baggage, mail and express cars..... | 2      | 2      |
| Number of box freight cars.....               | 12     | 12     |
| Number of stock cars.....                     | 16     | 16     |
| Number of platform and coal cars.....         | 40     | 40     |
| Number of other cars.....                     | 8      | 8      |
| Total number of cars.....                     | 80     | 80     |

|  |     |
|--|-----|
| Number of locomotives.....   | 18  |
| Maximum weight of locomotives and tenders, tons.....   | 38  |
| Average weight of locomotives and tenders, tons.....   | 36½ |
| Number of locomotives equipped with train brake.....   | 7   |
| Maximum weight of passenger cars, tons.....  | 20  |
| Average weight of passenger cars, tons.....  | 20  |
| Number of passenger cars equipped with train brake.....  | 4   |
| Number of passenger cars equipped with Miller platform and buffer.....   | 4   |
| The amount of tonnage that can be carried over your road in Iowa exclu-<br>sive of cars, by an engine of given weight. Weight of engine, 38 tons.. | 240 |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |         |
|--|---------|
| Miles run by passenger trains during the year.....               | 71,941  |
| Miles run by freight trains during the year.....                 | 85,002  |
| Miles run by construction and repair trains during the year..... | 2,713   |
| Miles run by other trains during the year.....                   |         |
| Total train mileage.....   | 159,656 |

## CARS AND WEIGHT OF TRAINS.

|  |      |
|--|------|
| Average number of cars in passenger trains.....                        | 2    |
| Average weight of passenger trains, exclusive of passengers, tons..... | 76   |
| Average number of cars in freight trains.....                          | 10.8 |
| Average weight of freight trains, exclusive of freight, tons.....      | 146  |

## PASSENGER TRAFFIC.

|  |         |
|--|---------|
| Total number of passengers carried.....                      | 83,390  |
| Total passenger mileage or passengers carried one mile.....  | 902,750 |
| Average distance traveled by each passenger, miles.....      | 27      |
| Average amount received from each passenger, cents.....      | 71.9    |
| Highest rate of fare per mile for any distance, cents.....   | 3       |
| Lowest rate of fare per mile for any distance, cents.....    | 1.5     |
| Average rate of fare per mile for all passengers, cents..... | 2.6     |

## FREIGHT TRAFFIC.

|   |           |
|---|-----------|
| Number of tons of through freight carried.....                |           |
| Number of tons of local freight carried.....                  |           |
| Total tons of freight carried.....                            | 98,988    |
| Total mileage of through freight (tons carried one mile)..... |           |
| Total mileage of local freight (tons carried one mile).....   |           |
| Total freight mileage, or tons carried one mile.....          | 7,637,131 |

|   |      |
|---|------|
| Average rate per ton per mile received for through freight, cents.....  |      |
| Average rate per ton per mile received for local freight, cents.....  |      |
| Average rate per ton per mile received for all freight, cents.....  | 1.59 |
| Average cost per ton per mile to move freight, cents.....   | 1.24 |
| Percentage of freight originating at and carried to stations in Iowa, as com-<br>pared with total freight carried in Iowa. (This should not include fuel<br>or any material for the use of the road)..... | All. |



## CAR MILEAGE.

|  |           |
|--|-----------|
| Number of miles run by loaded freight cars east and south .....  | 171,112   |
| Number of miles run by loaded freight cars west and north .....  | 472,818   |
| Number of miles run by empty freight cars east and south .....   | 323,499   |
| Number of miles run by empty freight cars west and north .....   | 54,083    |
| Total freight car mileage .....  | 1,022,512 |
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south ..... | 65.4      |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north ..... | 16.2      |

## SPEED OF TRAINS IN IOWA.

|  |     |
|--|-----|
| Rate of speed of passenger trains, including stops ..... | 21½ |
| Rate of speed of freight trains, including stops .....   | 9¼  |

## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|   | TONS.  | PER CENT. |
|---|--------|-----------|
| Grain .....   | 13,069 | 12.30     |
| Flour .....   | 998    | 1.01      |
| Provisions (beef, pork, lard, etc) .....                      | 566    | .57       |
| Animals .....   | 8,950  | 9.04      |
| Other agricultural products .....                             | 1,876  | 1.89      |
| Lumber and forest products .....                              | 3,151  | 3.15      |
| Coal .....  | 64,153 | 64.81     |
| Plaster, lime and cement .....                                | 50     | .10       |
| Salt .....  | 467    | .49       |
| Petroleum and oil .....                                       | 314    | .30       |
| Stone and brick .....   | 1,420  | 1.43      |
| Manufacturers—articles shipped from point of production ..... | 162    | .16       |
| Merchandise, and other articles not enumerated above .....    | 3,812  | 3.85      |
| Total tons carried .....                                      | 98,988 | 100.      |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? American Express Company receives and delivers its freight at railroad company's depots, and pays \$236 per month for privilege of doing the business.

## UNITED STATES MAILS IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$42.75 per mile per annum, service six days per week on one train each way.

What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$221.51.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? 95.45.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—W. W. Baldwin, Burlington, Iowa.  
 Secretary—E. C. Murphy, Clarinda, Iowa.  
 Treasurer—James F. How, St. Louis, Missouri.  
 General Manager—E. C. Murphy, Clarinda, Iowa.  
 General Superintendent—E. C. Murphy, Clarinda, Iowa.  
 Auditor and Assistant Treasurer—J. H. Ellis, Clarinda, Iowa.  
 General Passenger Agent—H. S. Nelson, Clarinda, Iowa.  
 General Freight Agent—H. S. Nelson, Clarinda, Iowa.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

James F. How, St. Louis, Missouri.  
 George S. Grover, St. Louis, Missouri.  
 Charles M. Hays, St. Louis, Missouri.  
 W. W. Baldwin, Burlington, Iowa.  
 H. B. Scott, Burlington, Iowa.  
 H. E. Jarvis, Burlington, Iowa.  
 Date of annual meeting of stockholders, second Wednesday of April.  
 Fiscal year of company ends December 31st.  
 General offices of the company are located at Clarinda, Iowa.

STATE OF IOWA, } ss.  
 COUNTY OF PAGE. }

E. C. Murphy, General Manager, and J. H. Ellis, Assistant Treasurer of the Humeston & Shenandoah Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of their knowledge and belief.

(Signed)

[L. S. OF R. R.]

E. C. MURPHY,  
 General Manager.  
 J. H. ELLS,  
 Assistant Treasurer.

Subscribed and sworn to before me, this 12th day of September, A. D. 1887.

[L. S.]

W. W. MORSEMAN,  
 Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 15th day of September, A. D. 1887.

E. G. MORGAN, Secretary.



## REPORT

OF THE

## ILLINOIS CENTRAL RAILROAD COMPANY.

LESSEE.

FOR THE YEAR ENDING JUNE 30, 1887.

## CAPITAL STOCK.

|  |                  |
|--|------------------|
| Number of shares issued .....                          | \$ 11,311,450.00 |
| Total amount paid in, as per books of the company..... | \$ 11,211,450.62 |
| Amount of stock per mile of road.....                  | 27,885.54        |
| DEBIT.   |                  |
| Funded debt as follows:                                |                  |
| Bonds .....  | \$ 5,208,000.00  |
| Rate of interest, cents .....                          | 5, 6, 7          |
| Amount of debt per mile of road.....                   | \$ 12,950.07     |

## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                      | THROUGH.      | LOCAL.        | TOTAL.        |
|----------------------|---------------|---------------|---------------|
| July, 1886.....      | \$ 10,246.59  | \$ 30,962.59  | \$ 41,149.18  |
| August, 1886.....    | 11,011.76     | 33,914.29     | 44,926.05     |
| September, 1886..... | 13,907.81     | 38,364.25     | 52,272.06     |
| October, 1886.....   | 11,367.39     | 32,085.02     | 43,452.41     |
| November, 1886.....  | 10,549.08     | 25,098.06     | 35,647.14     |
| December, 1886.....  | 8,303.10      | 29,175.74     | 37,478.84     |
| January, 1887.....   | 6,643.10      | 19,312.26     | 25,955.36     |
| February, 1887.....  | 6,255.35      | 19,297.53     | 25,552.88     |
| March, 1887.....     | 7,965.83      | 29,112.59     | 37,078.42     |
| April, 1887.....     | 8,840.49      | 27,526.54     | 36,367.03     |
| May, 1887.....       | 9,424.19      | 25,791.15     | 35,215.34     |
| June, 1887.....      | 8,396.06      | 31,624.54     | 39,420.60     |
| Totals .....         | \$ 112,990.75 | \$ 338,605.06 | \$ 451,595.81 |

## FROM TRANSPORTATION OF FREIGHT.

|                      | THROUGH.      | LOCAL.        | TOTAL.          |
|----------------------|---------------|---------------|-----------------|
| July, 1886.....      | \$ 40,326.68  | \$ 34,549.25  | \$ 74,875.93    |
| August, 1886.....    | 58,690.64     | 46,094.56     | 104,785.20      |
| September, 1886..... | 70,031.24     | 59,544.00     | 129,575.24      |
| October, 1886.....   | 91,008.04     | 60,500.13     | 151,508.17      |
| November, 1886.....  | 45,280.05     | 46,835.17     | 92,115.22       |
| December, 1886.....  | 50,816.58     | 49,855.37     | 100,671.95      |
| January, 1887.....   | 49,530.24     | 35,764.39     | 85,294.63       |
| February, 1887.....  | 41,576.23     | 28,491.05     | 70,067.28       |
| March, 1887.....     | 46,894.80     | 52,431.15     | 99,325.95       |
| April, 1887.....     | 29,029.62     | 41,098.80     | 70,128.42       |
| May, 1887.....       | 34,515.17     | 55,732.38     | 90,247.55       |
| June, 1887.....      | 36,323.03     | 43,039.51     | 79,362.54       |
| Totals .....         | \$ 620,022.32 | \$ 554,038.76 | \$ 1,174,061.08 |

## MONTHLY EARNINGS—FROM ALL OTHER SOURCES.

|                      | MAILS.       | EXPRESS,<br>AND EXTRA<br>BAGGAGE. | MISCELLA-<br>NEOUS. | TOTAL.       |
|----------------------|--------------|-----------------------------------|---------------------|--------------|
| July, 1886.....      | \$ 3,376.39  | \$ 2,430.00                       | \$ 1,623.62         | \$ 7,430.01  |
| August, 1886.....    | 3,535.45     | 2,340.00                          | 2,016.04            | 7,891.49     |
| September, 1886..... | 3,635.53     | 2,505.29                          | 2,053.64            | 8,194.46     |
| October, 1886.....   | 4,632.73     | 2,342.30                          | 1,996.22            | 8,971.25     |
| November, 1886.....  | 3,543.48     | 2,362.75                          | 1,921.59            | 7,827.82     |
| December, 1886.....  | 3,543.49     | 2,468.09                          | 2,000.72            | 8,012.30     |
| January, 1887.....   | 2,972.20     | 2,340.00                          | 1,798.49            | 7,110.69     |
| February, 1887.....  | 3,543.48     | 2,160.00                          | 1,762.74            | 7,466.22     |
| March, 1887.....     | 3,543.49     | 2,430.00                          | 1,826.49            | 7,799.98     |
| April, 1887.....     | 3,096.17     | 2,340.00                          | 1,622.09            | 7,058.26     |
| May, 1887.....       | 3,543.48     | 2,348.41                          | 1,936.09            | 7,827.98     |
| June, 1887.....      | 3,513.49     | 2,340.00                          | 1,883.09            | 7,736.58     |
| Totals .....         | \$ 42,439.28 | \$ 28,406.84                      | \$ 22,640.82        | \$ 93,477.04 |



## ANALYSIS OF EARNINGS.

|  |    |              |
|--|----|--------------|
| Earnings, passenger:   |    |              |
| From local passengers.....   | \$ | 338,605.06   |
| From through passengers .....  |    | 112,990.75   |
| From all passengers.....   |    |              |
| From express and baggage.....  | \$ | 451,506.81   |
| From mails .....   |    | 28,406.84    |
| From train privileges, other sources, passenger department.....                    |    | 42,429.38    |
|  |    | 1,100.66     |
| Total earnings, passenger department.....  | \$ | 523,631.91   |
| Earnings per train mile run, 571,574 miles .....                                   | \$ | .916         |
| Earnings, freight:   |    |              |
| From local .....   | \$ | 554,638.76   |
| From through .....   |    | 620,022.32   |
| From switching and storage, other sources, freight dep't.                          |    | 3,431.20     |
| Total earnings freight department.....   | \$ | 1,177,492.28 |
| Earnings per train mile run, 858,793 miles .....                                   | \$ | 1.37         |
| Earnings per train mile run, from all trains earning revenue, 1,430,367 miles..... |    | 1.18         |
| Proportion of earnings for Iowa .....  | \$ | 1,701,134.19 |
| Rents received for use of road .....   |    | 17,632.74    |
| Rents received for use of stations, etc.....                                       |    | 570.00       |
| Total earnings from all sources .....  | \$ | 1,719,136.93 |
| Earnings per mile of road operated, 402.16 miles.....                              |    | 4,274.75     |
| Proportion of earnings for Iowa.....   |    | All.         |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|   |    |            |
|---|----|------------|
| Repairs of road-bed and track .....                           | \$ | 152,681.53 |
| Renewal of rails [No. tons laid, tons, 1903.91] .....         |    | 39,495.94  |
| Renewal of ties [No. laid, 75,152] .....                      |    | 35,158.95  |
| Repairs of bridges, including culverts and cattle-guards..... |    | 31,007.53  |
| Repairs of fences, road-crossings and signs.....              |    | 3,618.66   |
| Repairs of buildings, stations and water-tanks.....           |    | 49,376.35  |
| Total .....   | \$ | 311,422.96 |

## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                |    |            |
|--------------------------------|----|------------|
| Repairs of locomotives.....    | \$ | 54,860.47  |
| Repairs of passenger cars..... |    | 24,339.15  |
| Repairs of freight cars.....   |    | 51,236.11  |
| Total .....                    | \$ | 130,394.73 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|  |    |            |
|--|----|------------|
| Fuel for locomotives.....                            | \$ | 114,644.77 |
| Water supply.....                                    |    | 10,594.36  |
| Oil and waste.....                                   |    | 10,426.95  |
| Locomotive service.....                              |    | 103,445.21 |
| Passenger train service .....                        |    | 30,532.88  |
| Passenger train supplies .....                       |    | 9,066.77   |
| Freight train service.....                           |    | 57,259.25  |
| Freight train supplies.....                          |    | 5,694.58   |
| Mileage of freight cars (debit balance).....         |    | 15,061.55  |
| Telegraph expenses (maintenance and operating) ..... |    | 25,439.86  |
| Damage and loss of freight and baggage .....         |    | 2,208.20   |
| Damages to property and cattle.....                  |    | 7,448.00   |
| Personal injuries.....                               |    | 11,328.05  |
| Agents and station service .....                     |    | 95,105.16  |
| Station supplies .....                               |    | 9,721.27   |
| Total.....   | \$ | 507,507.46 |

## CLASS 4.—GENERAL EXPENSES.

|   |    |            |
|---|----|------------|
| Salaries of general officers and clerks ..... | \$ | 47,767.67  |
| Legal expenses .....                          |    | 16,481.47  |
| Insurance.....                                |    | 9,153.70   |
| Outside agencies and advertising.....         |    | 17,201.16  |
| Contingencies .....                           |    | 26,099.72  |
| Taxes in Iowa.....                            | \$ | 65,566.78  |
| Total taxes .....                             |    | 65,566.78  |
| Total .....                                   | \$ | 182,270.50 |

## RECAPITULATION OF EXPENSES.

|  |    |              |
|--|----|--------------|
| Maintenance of way and buildings.....  | \$ | 311,422.96   |
| Maintenance of motive power and cars.....  |    | 130,394.75   |
| Conducting transportation.....   |    | 507,507.46   |
| General expenses, including taxes.....   |    | 182,270.50   |
| Total operating expenses and taxes .....   | \$ | 1,131,595.69 |
| Operating expenses and taxes per mile of road operated (402.16 miles) .....                        | \$ | 2,813.79     |
| Operating expenses and taxes per train mile run, for trains earning revenue (1,430,367 miles)..... |    | .79          |
| Proportion of operating expenses and taxes for Iowa.....   |    | 1,131,595.69 |
| Operating expenses and taxes per passenger train mile .....  |    | 1.98         |
| Operating expenses and taxes chargeable to passenger trains on basis of train mileage.....         |    | 452,187.62   |
| Operating expenses and taxes per freight train, mileage basis.                                     |    | 679,408.07   |
| Operating expenses and taxes per freight train mile.....   |    | 1.32         |
| Expenses of running and management of all trains earning revenue.....                              |    | 1,131,595.69 |
| Percentage of expenses to earnings.....  |    | 65           |



## GENERAL EXHIBIT.

|   |                 |
|---|-----------------|
| Total earnings.....   | \$ 1,719,133.63 |
| Total expenses, including taxes.....                        | 1,131,605.69    |
| Net earnings.....   | \$ 587,527.94   |
| Rentals, specifying amount paid to each company.....        | 672,418.53      |
| Dubuque & Sioux City.....                                   | \$ 318,312.07   |
| Iowa Falls & Sioux City.....                                | 240,736.51      |
| Cedar Falls & Minnesota.....                                | 113,370.00      |
| Balance at the close of the year, June 30, 1887, short..... | 84,880.64       |

## GENERAL RECAPITULATION.

|  |                 |
|--|-----------------|
| Total earnings.....  | \$ 1,719,133.63 |
| Total operating expenses and taxes.....                            | 1,131,605.69    |
| Net earnings above operating expenses and taxes.....               | \$ 587,527.94   |
| Net earnings above operating expenses, taxes and rental, loss..... | 84,880.64       |
| Gross earnings per train mile run (1,430,367 miles).....           | \$ 1.20         |

## TAXES.

## AMOUNT PAID FOR YEAR ENDING JUNE 30, 1887.

|              |              |
|--------------|--------------|
| In Iowa..... | \$ 65,566.78 |
|--------------|--------------|

## DESCRIPTION OF ROAD.

|   |               |
|---|---------------|
| Length line of road from Dubuque to Sioux City and Cedar Falls & Minnesota Junction, miles..... | 402.16        |
| Total length of road belonging to this company in Iowa.....                                     | 402.16        |
| Aggregate length of sidings and other tracks in Iowa not enumerated above.....                  | 51.35         |
| Total length of steel rails in tracks in Iowa, exclusive of sidings.....                        | 274.86        |
| Total length of iron rails in tracks in Iowa.....   | 127.30        |
| Weights per yard, steel.....  | 60 lbs.       |
| Weights per yard, iron.....   | 42 to 61 lbs. |
| Gauge of track, 4 feet, 8½ inches.....  |               |

## ROAD AND BRANCHES BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

|                                       |        |
|---------------------------------------|--------|
| Name, description and length of each: |        |
| Dubuque & Sioux City.....             | 142.89 |
| Iowa Falls & Sioux City.....          | 183.69 |
| Cedar Falls & Minnesota.....          | 75.58  |
| Total length of above roads.....      | 402.16 |

|   |        |
|---|--------|
| Total miles of road operated by this company in Iowa not reported by any other company..... | 402.16 |
|---|--------|

## STATIONS.

|   |     |
|---|-----|
| Number of stations on all roads operated by this company..... | 397 |
| Same in Iowa.....   | 61  |
| Number of telegraph offices in stations in Iowa.....          | 55  |

## EMPLOYEES.

|   |                 |
|---|-----------------|
| Number of persons regularly employed on all roads operated by this company.....   | 9,284           |
| Same in Iowa.....   | 1,145           |
| Amount paid employes, including officials, on all roads operated by this company for the year ending June 30, 1887..... | \$ 5,207,291.57 |
| Same in Iowa.....   | 623,045.52      |

## BRIDGES IN IOWA.

|   | Number. | Aggregate length. |
|---|---------|-------------------|
| Wooden truss bridges over 100 feet in length..... | 25      | 3,588             |
| Iron truss bridges over 100 feet in length.....   | 1       | 110               |
| Wooden trestle and pile.....                      | 610     | 50,127            |

## ARCH CULVERTS AND VIADUCTS IN IOWA.

|                                   |    |     |
|-----------------------------------|----|-----|
| With 20 feet opening or more..... | 1  | 30  |
| Less than 20 feet opening.....    | 17 | 149 |

## BOX CULVERTS IN IOWA.

|             | No. | Aggregate length. |
|-------------|-----|-------------------|
| Timber..... | 36  | 108               |
| Stone.....  | 143 | 385               |

## CATTLE-GUARDS.

|                        |     |
|------------------------|-----|
| Number of in Iowa..... | 526 |
|------------------------|-----|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|  |     |
|--|-----|
| Amount of trestle work replaced with earth during the year (lineal feet) ... | 697 |
|--|-----|

## ROAD-BED AND TRACK.

|  |        |
|--|--------|
| Number of track sections in Iowa.....  | 65     |
| Average length of sections, miles.....   | 6.2    |
| Average number of men in each section gang.....                                | 5      |
| Number of new ties laid in track during the year in Iowa.....                  | 85,980 |
| Average number of new ties per mile of road.....                               | 168    |
| New rails laid in track during the year in Iowa—steel (1,003.91 tons), miles.. | 25.31  |
| Total track laid with new rails during the year in Iowa, miles.....            | 25.31  |

## CROSSINGS IN IOWA.

|  |  |
|--|--|
| What railroad crosses your road at grade, and at what locality?          |  |
| Burlington, Cedar Rapids & Northern Railroad, just west of Independence. |  |
| Burlington, Cedar Rapids & Northern Railroad, just west of Cedar Falls.  |  |
| Central of Iowa Railroad, just west of Ackley.                           |  |
| Burlington, Cedar Rapids & Northern Railroad, just east of Iowa Falls.   |  |
| Chicago & Northwestern Railroad, just west of Webster City.              |  |
| Mason City & Fort Dodge Railroad, just east of Carbon "Y."               |  |
| Des Moines & Fort Dodge Railroad, at Tara.                               |  |
| Chicago, Milwaukee & St. Paul Railroad, at Sioux City.                   |  |
| Sioux City & Pacific Railroad, at Sioux City.                            |  |
| Chicago, St. Paul, Minneapolis & Omaha Railroad, at Sioux City.          |  |
| Minnesota & Northwestern Railroad, north of Waverly.                     |  |
| Chicago, Milwaukee & St. Paul Railroad, south of Charles City.           |  |



What railroads cross your road, either over or under, and at what locality?  
 Chicago, Milwaukee & St. Paul Railroad, over, at Delaware.  
 Chicago, St. Paul & Kansas City Railroad, over, at Waterloo.  
 Chicago, Iowa & Dakota Railroad, under, west of Iowa Falls.  
 Minneapolis & St. Louis Railroad, under, west of Fort Dodge.  
 Waverly Short Line Railroad, under, south of Waverly.

|   |     |
|---|-----|
| Number of highway crossings at grade.....                   | 430 |
| Number of highway crossings at which there are flagmen..... | 5   |
| Number of highway crossings over railroad.....              | 3   |
| Number of highway crossings under railroad.....             | 8   |
| Number of highway bridges 18 feet above track.....          | 3   |

## FENCING IN IOWA.

|  |           |
|--|-----------|
| How many miles of fencing have you on your road in Iowa.....               | 395.69    |
| What is the average cost per mile.....                                     | 317.82    |
| What is the total cost of same.....  | 62,878.96 |
| How many miles of new fencing have you built during the year.....          | 7.17      |
| Give the number of miles needed on both sides of your track in each county |           |
| In Iowa, not fenced:   |           |
| In Dubuque county.....   | 6.80      |
| In Delaware county.....  | 3.62      |
| In Buchanan county.....  | 2.71      |
| In Black Hawk county.....  | 14.91     |
| In Grundy county.....  | .34       |
| In Butler county.....  | 22.21     |
| In Franklin county.....  | .38       |
| In Hardin county.....  | 32.84     |
| In Hamilton county.....  | 19.74     |
| In Webster county.....   | 14.88     |
| In Calhoun county.....   | 22.24     |
| In Pocahontas county.....  | 16.47     |
| In Buena Vista county.....   | 45.45     |
| In Cherokee county.....  | 48.00     |
| In Plymouth county.....  | 60.81     |
| In Woodbury county.....  | 5.50      |
| In Bremer county.....  | 19.34     |
| In Chickasaw county.....   | 6.58      |
| In Floyd county.....   | 32.73     |
| In Mitchell county.....  | 32.49     |
| Total miles.....   | 408.64    |

## ROLLING STOCK.

|  | LEASED. | OWNED. | TOTAL. |
|--|---------|--------|--------|
| Number of passenger cars.....  | 9       | 15     | 24     |
| Number of baggage, mail and express cars.....  | 5       | 9      | 14     |
| Number of box freight cars.....  |         |        | 599    |
| Number of stock cars.....  |         |        | 190    |
| Number of platform and coal cars.....  |         |        | 310    |
| Number of other cars.....  | 206     | 893    | 1,099  |
| Total number of cars.....  | 220     | 917    | 1,137  |
| Number of locomotives.....   | 16      | 41     | 57     |
| Maximum weight of locomotives and tenders, tons.....   |         |        | 67     |
| Average weight of locomotives and tenders, tons.....   |         |        | 55     |
| Number of locomotives equipped with train brake.....   |         |        | 20     |
| Maximum weight of passenger cars, tons.....  |         |        | 28     |
| Average weight of passenger cars, tons.....  |         |        | 21     |
| Number of passenger cars equipped with train brake.....  |         |        | 38     |
| Number of passenger cars equipped with Miller platform and buffer.....   |         |        | 38     |
| The amount of tonnage that can be carried over your road in Iowa, exclusive of cars, by an engine of given weight. Weight of engine, 55 tons.. |         |        | 199    |

## MILEAGE TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |           |
|--|-----------|
| Miles run by passenger trains during the year.....               | 571,574   |
| Miles run by freight trains during the year.....                 | 858,798   |
| Miles run by switching trains during the year.....               | 200,367   |
| Miles run by construction and repair trains during the year..... | 60,788    |
| Total train mileage.....   | 1,691,522 |

## CARS AND WEIGHT OF TRAINS.

|  |       |
|--|-------|
| Average number of cars in passenger trains.....                        | 4.74  |
| Average weight of passenger trains, exclusive of passengers, tons..... | 155   |
| Average number of cars in freight trains.....                          | 13.25 |
| Average weight of freight trains, exclusive of freight, tons.....      | 214   |

## PASSENGER TRAFFIC.

|  |            |
|--|------------|
| Number of through passengers carried.....                    | 47,800     |
| Number of local passengers carried.....                      | 275,462    |
| Total number of passengers carried.....                      | 323,262    |
| Total passenger mileage or passengers carried one mile.....  | 15,908,333 |
| Average distance traveled by each passenger, miles.....      | 47.36      |
| Average amount received from each passenger.....             | 1.39-70    |
| Highest rate of fare per mile for any distance, cents.....   | 4          |
| Lowest rate of fare per mile for any distance, cents.....    | 1          |
| Average rate of fare per mile for all passengers, cents..... | 2.95       |



## FREIGHT TRAFFIC.

|  |            |
|--|------------|
| Number of tons of through freight carried.....   | 467,561    |
| Number of tons of local freight carried.....   | 245,337    |
| Total tons of freight carried.....   | 712,798    |
| Total mileage of through freight (tons carried one mile).....  | 56,702,500 |
| Total mileage of local freight (tons carried one mile).....  | 33,540,000 |
| Total freight mileage, or tons carried one mile.....   | 90,242,500 |
| Average rate per ton per mile received for through freight.....  | .104       |
| Average rate per ton per mile received for local freight.....  | .104       |
| Average rate per ton per mile received for all freight.....  | .104       |
| Percentage of freight originating at, and carried to stations in Iowa, as compared with total freight carried in Iowa. (This should not include fuel or any material for the use of the road)..... | .28        |

## CAR MILEAGE.

|   |            |
|---|------------|
| Number of miles run by loaded freight cars east and south.....  | 5,789,775  |
| Number of miles run by loaded freight cars west and north.....  | 4,367,735  |
| Number of miles run by empty freight cars east and south.....   | 1,241,686  |
| Number of miles run by empty freight cars west and north.....   | 2,520,835  |
| Total freight car mileage.....  | 13,919,940 |
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south..... | 8.8        |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north..... | 12.1       |

## SPEED OF TRAINS IN IOWA.

|  |    |
|--|----|
| Rate of speed of passenger trains, including stops, miles..... | 22 |
| Rate of speed of freight trains, including stops, miles.....   | 11 |

## TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT DUBUQUE, IOWA, FOR THE YEAR ENDING JUNE 30, 1887.

|                                 |         |
|---------------------------------|---------|
| East bound, number of tons..... | 248,090 |
| West bound, number of tons..... | 219,462 |
| Total tons.....                 | 467,552 |

## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|   | TONS.   | PER CENT. |
|---|---------|-----------|
| Grain.....  | 145,376 | 30.4      |
| Flour.....  | 24,581  | 3.4       |
| Provisions (beef, pork, lard, etc.).....                    | 15,988  | 2.3       |
| Animals.....  | 65,888  | 0.2       |
| Other agricultural products.....                            | 31,254  | 4.4       |
| Lumber and forest products.....                             | 57,256  | 8.        |
| Coal.....   | 157,550 | 22.1      |
| Salt.....   | 8,262   | 1.2       |
| Petroleum and oil.....                                      | 8,733   | 1.2       |
| Manufactures—articles shipped from point of production..... | 7,150   | 1.        |
| Merchandise and other articles not enumerated above.....    | 190,700 | 26.8      |
| Total tons carried.....                                     | 712,798 | 100       |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freight at the depot, or at the office of such express company? The American Express Company about \$28,080.00 per annum. We take their freight at depots.

## SLEEPING-CARS.

Do sleeping, parlor, or dining-cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Sleeping-cars operated by Pullman's Palace Car Company owned jointly and equally by the Iowa Central Railroad Company and Palace Pullman Car Company. The usual charges for sleeping-car accommodations.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings. The earnings and expenses are divided equally between the two companies.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? About \$42,000.00; rates fixed by Post Office Department at Washington, based on weight of mails taken every four years.

## TELEGRAPH.

What other company, if any, owns a telegraph on your right of way in Iowa, and how many miles do each own? Western Union Telegraph Company, 402.16 miles.



# REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1887.

## DUBUQUE & SIOUX CITY RAILROAD.

### KILLED.

| DATE.        | NAME AND OCCUPATION.          | PLACE.     | CAUSE OF ACCIDENT AND CHARACTER OF INJURY. |
|--------------|-------------------------------|------------|--|
| 1886.        |                               |            |  |
| July 5       | H. Youghlin, tramp            | Ackley     | Jumped off moving train.                   |
| July 21      | John Quirk, freight conductor | Waterloo   | Climbing between freight cars.             |
| September 24 | Morris Spillane, citizen      | Dubuque    | Walking on track.                          |
| 1887.        |                               |            |  |
| February 26  | Charles McAntes, track-walker | Peosta     | Struck by snow plow.                       |
| March 29     | Thomas Carrig, brakeman       | Dyersville | Fell between freight cars.                 |
| April 1      | P. F. Larkin, yard switchman  | Dubuque    | Fell off footboard of engine.              |
| May 19       | John Flynn, citizen           | Julien     | Sitting too close to track.                |

## CEDAR FALLS & SIOUX CITY RAILROAD.

|              |                      |            |                        |
|--------------|----------------------|------------|------------------------|
| 1886.        |                      |            |                        |
| September 20 | Unknown man, citizen | Plainfield | Fell off freight cars. |

## DUBUQUE & SIOUX CITY RAILROAD.

### INJURED.

|             |                                 |              |   |
|-------------|---------------------------------|--------------|---|
| 1886.       |                                 |              |   |
| July 2      | George Leland, citizen          | Waterloo     | Wagon struck on track; collar bone broken.      |
| September 1 | E. L. Hall, switchman           | Dubuque      | Uncoupling freight cars; one finger amputated.  |
| September 3 | F. R. Babcock, brakeman         | New Hartford | Uncoupling freight cars; two fingers lacerated. |
| October 2   | John C. Payne, fireman          | Delaware     | Collision freight trains; leg broken.           |
| October 9   | Archie Wylie, brakeman          | Delaware     | Collision freight trains; back bruised.         |
| November 3  | James Callahan, freight handler | Dubuque      | Loading barbed wire; hand lacerated.            |
| November 3  | Frank Keller, brakeman          | Independence | Coupling freight cars; end of thumb cut off.    |
| November 9  | E. G. Bowman, brakeman          | Winthrop     | Climbing on freight cars; hip sprained.         |
| November 12 | Charles T. Hayes, brakeman      | Dyersville   | Coupling freight cars; fingers lacerated.       |
| November 29 | Jacob Knaus, car repairer       | Dubuque      | Struck by engine; back bruised.                 |
| December 5  | Ed. Fenstermacher, brakeman     | Aplington    | Fell over gang plank; leg cut and bruised.      |
| December 11 | A. S. Norton, brakeman          | Waterloo     | Coupling freight cars; shoulder bruised.        |
| December 17 | J. H. Armstrong, brakeman       | Dyersville   | Coupling freight cars; foot bruised.            |
| December 22 | E. H. Shull, freight conductor  | Waterloo     | Climbing on moving train; leg scratched.        |
| December 24 | James Rockford, brakeman        | Dubuque      | Uncoupling freight cars; great toe contused.    |
| 1887.       |                                 |              |   |
| January 20  | Thomas Casey, switchman         | Dubuque      | Uncoupling freight cars; two fingers bruised.   |
| January 21  | Guy Cotter, brakeman            | Dubuque      | Fell between freight cars; slight scalp wound.  |
| February 13 | James Rockford, switchman       | Dubuque      | Coupling freight cars; one finger lacerated.    |
| February 19 | O. A. Babcock, citizen          | Raymond      | Climbing on caboose; hand lacerated.            |
| April 16    | Mary Ann Stueley, citizen       | Waterloo     | Driving across track; slightly bruised.         |
| May 6       | H. H. Bucklin, fireman          | Waterloo     | Climbing on moving engine; knee bruised.        |
| May 11      | Pat Muldoon, section man        | Waterloo     | Hand-car struck by engine; leg broken.          |
| May 18      | Dan O'Neal, citizen             | Julien       | Driving across track; hip bruised.              |
| June 18     | Wm. Luff, citizen               | Waterloo     | Climbing on baggage car; bruised.               |

## IOWA FALLS & SIOUX CITY RAILROAD.

### INJURED.

|              |                                   |              |  |
|--------------|-----------------------------------|--------------|--|
| 1886.        |                                   |              |  |
| July 5       | H. Hallien, yardmaster            | Fort Dodge   | Unloading ear trucks; toes bruised on left foot.         |
| July 13      | Ed. Reese, boy                    | Oyens        | Climbing on moving train; one leg amputated.             |
| July 15      | W. T. Burke, brakeman             | Fonda        | Fell off flat car; arm amputated.                        |
| July 21      | J. O'Sullivan, brakeman           | Manson       | Coupling tender to freight car; end of finger cut off.   |
| August 7     | S. M. Heath, section man          | Manson       | Fell off flat car; scalp wound.                          |
| August 7     | M. D. Scroggs, fireman            | Webster City | Crawling under engine; knee cut.                         |
| August 8     | Victor Nelson, switchman          | Fort Dodge   | Coupling freight cars; legs crushed and hips dislocated. |
| September 9  | O. G. Sage, brakeman              | Alden        | Slipped off roof of car; shoulder bruised.               |
| September 17 | J. Tynan, brakeman                | Alden        | Coupling tender to cars; little finger contused.         |
| October 18   | Wm. Dodds, boy, 14                | Cherokee     | Fell off freight cars; arm broken.                       |
| October 28   | O. G. Day, engineer               | Fort Dodge   | Jumped off engine; right side bruised.                   |
| November 5   | H. F. Welker, fireman             | Cherokee     | Broke tank chain; scalp wound.                           |
| December 3   | Philip Collins, brakeman          | Fonda        | Coupling freight cars; hand slightly cut.                |
| December 5   | Wm. Guenthar, brakeman            | Manson       | Coupling freight cars; foot bruised.                     |
| December 7   | C. W. Cane, brakeman              | Webster City | Coupling-pin broke; one finger broken.                   |
| December 21  | H. F. Allen, passenger            | Blairsburg   | Jumped off moving train; slightly bruised.               |
| 1887.        |                                   |              |  |
| January 4    | W. O'Hara, brakeman               | Newell       | Uncoupling freight cars; thumb lacerated.                |
| January 20   | Michael Cosgrove, section foreman | Meriden      | Fell off hand-car; scalpula broken.                      |
| January 23   | S. G. Lowrey, brakeman            | Cherokee     | Loading coal on tender; two fingers lacerated.           |
| February 9   | P. H. Sullivan, brakeman          | Harnum       | Jumped off freight cars; both ankles sprained.           |
| March 18     | Frank Zugenbaler, boy, 18         | Storm Lake   | Fell off freight cars; leg amputated.                    |
| April 21     | C. W. Baldwin, engineer           | Tara         | Stepping off engine; knee cap fractured.                 |
| May 14       | O. G. Sage, brakeman              | Williams     | Stepping off engine; ankle sprained.                     |



## REPORT OF ACCIDENTS—CONTINUED.

## INJURED.

CEDAR FALLS &amp; MINNESOTA RAILROAD COMPANY.

| DATE.                                    | NAME AND OCCUPATION.                                   | PLACE.             | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.   |
|--|--|--------------------|--|
| 1886.<br>October<br>December 18<br>1887. | Det. Marwede, sectionman<br>J. H. Broderick, bridgeman | Waverly<br>Floyd.. | Handling hand car; fingers contused.<br>Fell on bridge timbers; one rib fractured. |
| March                                    | 13 E. M. Otis, citizen                                 | Osage              | Fell on stock car; amputation at thigh.  |

## TABULAR STATEMENT OF ACCIDENTS.

| CAUSES OF ACCIDENT.               | KILLED.     |            |         | INJURED.    |            |         |
|-----------------------------------|-------------|------------|---------|-------------|------------|---------|
|                                   | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Collisions.....                   |             |            |         |             |            | 3       |
| Coupling cars.....                |             |            |         |             |            | 16      |
| Falling from trains.....          |             | 2          | 1       |             |            | 5       |
| Getting on and off of trains..... |             | 1          | 1       |             |            | 6       |
| Highway crossings.....            |             |            |         |             |            | 3       |
| Miscellaneous.....                |             | 1          |         |             |            | 7       |
| Stealing rides.....               |             |            |         |             |            |         |
| Trespassers on track.....         |             |            | 1       |             |            |         |
| Total..                           | 4           | 3          |         | 37          | 13         |         |

## SUMMARY OF ACCIDENTS FOR IOWA.

|  |    |
|--|----|
| Number of persons killed during the year.....                          | 7  |
| Number of persons injured during the year .....                        | 50 |
| Number of casualties purely accidental during the entire year .....    | 10 |
| Number resulting from lack of caution, carelessness or misconduct..... | 21 |
| Number of persons killed while intoxicated.....                        | 2  |
| Number of persons injured while intoxicated .....                      |    |
| Number of trespassers on track killed.....                             | 2  |
| Number of trespassers on track injured.....                            |    |
| Number of tramps or others stealing rides killed or injured.....       | 1  |

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—Stuyvesant Fish, New York.  
*Acting Secretary*—A. G. Hackstaff, New York.  
*Treasurer*—Henry De Wolf, Chicago.  
*General Manager*—E. T. Jeffrey, Chicago.  
*General Superintendent*—C. A. Beck, Chicago.  
*Division Superintendent Iowa Lines*—M. Gilleas, Dubuque.  
*Superintendent of Telegraph*—C. S. Jones, Chicago.  
*General Auditor*—J. O. Welling, Chicago.  
*General Passenger Agent*—A. H. Hanson, Chicago.  
*General Freight Agent*—Horace Tucker, Chicago.  
*General Solicitor*—B. F. Ayer, Chicago.  
*Superintendent of Machinery*—H. Schlacks, Chicago.

Date of annual meeting of stockholders, second Wednesday in March.  
 Fiscal year of Company ends December 31.  
 General offices of the Company are located at 78 Michigan avenue, Chicago.



STATE OF ILLINOIS, } ss.  
COUNTY OF COOK. }

Edward T. Jeffery, Gen. Manager, and J. C. Welling, Gen. Auditor, of the Illinois Central Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of their knowledge and belief.

(Signed,)

[E. S. OF R. R.]

E. T. JEFFERY.  
J. C. WELLING.

Subscribed and sworn to before me, this 3d day of September, A. D. 1887.

[L. S.]

JOHN DUNN,  
*Commissioner for the State of Iowa, at Chicago, in the State of Illinois.*

Received and filed in the office of the Commissioners of Railroads, this 5th day of September, A. D. 1887.

E. G. MORGAN, *Secretary.*

## REPORT

OF THE

## CHICAGO, ST. PAUL & KANSAS CITY RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

### CAPITAL STOCK.

|   |                  |                 |
|---|------------------|-----------------|
| Amount authorized by articles of association.....     | \$ 25,000,000.00 |                 |
| Amount authorized by vote of the company.....         | 2,300,000.00     |                 |
| Number of shares issued—amount paid in .....          |                  | \$ 2,300,000.00 |
| Total amount paid in as per books of the company..... |                  | \$ 2,300,000.00 |
| Total miles of road owned by this company .....       | 115              |                 |
| Amount of stock per mile of road.....                 | \$ 25,000.00     |                 |
| Amount of stock representing the road in Iowa.....    | All.             |                 |

### DEBT.

Funded debt as follows :

|   |                 |  |
|---|-----------------|--|
| First mortgage bonds, due 1896 ; rate of interest, 5 per cent. .... | \$ 2,300,000.00 |  |
| Amount of interest paid on same during the year.....                | \$ 115,000      |  |
| Amount of debt per mile of road.....                                | 20,000          |  |
| Amount of debt representing the road in Iowa .....                  | 2,300,000       |  |
| Total amount of stock and debt.....                                 | 4,600,000       |  |
| Amount of stock and debt per mile of road .....                     | 40,000          |  |
| Amount of interest paid representing the road in Iowa.....          | 115,000         |  |

### COST OF ROAD AND EQUIPMENT.

CONSTRUCTION OF ROAD AND BRANCHES (NOT REPORTED SEPARATELY).

|   |                 |  |
|---|-----------------|--|
| Grading.....  | \$ 441,415.93   |  |
| Bridging and masonry .....  | 127,087.26      |  |
| Superstructure, including rails .....                                       | 248,910.16      |  |
| Land, land damages and fences .....   | 238,621.11      |  |
| Passenger and freight stations, coal sheds and water stations.....          | 4,894.45        |  |
| Engineering, agencies, salaries, and other expenses during construction ... | 81,960.50       |  |
| All other items charged to construction not enumerated above.....           | 126,810.93      |  |
| Total paid for construction.....  | \$ 1,269,639.93 |  |
| Average cost of construction per mile of road [115 miles] .....             | 11,040.35       |  |
| Proportion of cost of construction for Iowa .....                           | All.            |  |



## COST OF EQUIPMENT.

|  |              |              |
|--|--------------|--------------|
| Locomotives .....  | \$           | 67,771.13    |
| Passenger, mail, baggage and express cars .....                                  |              | 29,484.55    |
| Freight and other cars .....   |              | 154,587.21   |
| Total for equipment .....  | \$           | 251,842.89   |
| Average cost of equipment per mile of road operated by company [115 miles] ..... |              | 2,189.93     |
| Proportion of cost of equipment for Iowa .....                                   |              | 2,189.93     |
| Total cost of road and equipment .....   | \$           | 1,521,482.99 |
| Average cost of road and equipment per mile [115 miles] .....                    |              | 13,230.23    |
| Proportion of cost of road and equipment for Iowa .....                          | All in Iowa. |              |

## PROPERTY ACCOUNTS.

|   |         |              |
|---|---------|--------------|
|   | Number. |              |
| Freight and other cars .....                          | 200     | \$ 79,000.00 |
| Total expenditures charged to property accounts ..... |         | 2,300,000.00 |

## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                       | THROUGH.    | LOCAL.      | TOTAL.      |
|-----------------------|-------------|-------------|-------------|
| July, 1886 .....      | \$ 2,355.91 | \$ 3,533.87 | \$ 5,889.78 |
| August, 1886 .....    | 2,225.95    | 3,853.93    | 6,079.88    |
| September, 1886 ..... | 3,310.33    | 4,965.50    | 8,275.83    |
| October, 1886 .....   | 2,731.04    | 4,096.56    | 6,827.60    |
| November, 1886 .....  | 1,853.11    | 2,779.67    | 4,632.78    |
| December, 1886 .....  | 2,160.40    | 3,240.61    | 5,401.01    |
| January, 1887 .....   | 1,640.18    | 2,460.28    | 4,100.46    |
| February, 1887 .....  | 1,854.69    | 2,782.03    | 4,636.72    |
| March, 1887 .....     | 2,139.40    | 3,200.09    | 5,339.49    |
| April, 1887 .....     | 2,253.99    | 3,380.90    | 5,634.89    |
| May, 1887 .....       | 2,049.39    | 3,074.09    | 5,123.48    |
| June, 1887 .....      | 2,439.16    | 3,658.73    | 6,097.89    |
| Totals .....          | 27,023.55   | 40,535.34   | 67,558.89   |

## FROM TRANSPORTATION OF FREIGHT.

|                       | THROUGH.    | LOCAL.      | TOTAL.       |
|-----------------------|-------------|-------------|--------------|
| July, 1886 .....      | \$ 7,948.46 | \$ 3,840.12 | \$ 11,788.58 |
| August, 1886 .....    | 10,023.78   | 4,993.76    | 15,017.54    |
| September, 1886 ..... | 10,880.07   | 4,017.31    | 14,897.38    |
| October, 1886 .....   | 9,459.15    | 10,485.53   | 19,944.68    |
| November, 1886 .....  | 7,823.32    | 9,631.63    | 17,454.95    |
| December, 1886 .....  | 8,291.13    | 9,047.80    | 17,338.93    |
| January, 1887 .....   | 7,223.38    | 8,744.35    | 15,967.73    |
| February, 1887 .....  | 8,860.82    | 7,690.20    | 16,551.02    |
| March, 1887 .....     | 18,291.00   | 2,322.52    | 20,613.52    |
| April, 1887 .....     | 8,066.63    | 2,602.16    | 10,668.79    |
| May, 1887 .....       | 4,120.56    | 1,982.33    | 6,102.89     |
| June, 1887 .....      | 31,544.63   | 15,722.26   | 47,266.89    |
| Totals .....          | 131,872.93  | 82,079.89   | 213,952.82   |

## FROM ALL OTHER SOURCES.

|                       | MAILS.    | EXPRESS.  | MISCELLANEOUS. | TOTAL.    |
|-----------------------|-----------|-----------|----------------|-----------|
| July, 1886 .....      | \$ 476.56 | \$ 386.45 | \$ 97.19       | \$ 960.20 |
| August, 1886 .....    | 476.56    | 372.14    | 74.82          | 923.52    |
| September, 1886 ..... | 476.56    | 372.14    | 40.31          | 889.01    |
| October, 1886 .....   | 476.56    | 372.14    | 44.85          | 893.55    |
| November, 1886 .....  | 476.56    | 372.14    | 57.67          | 906.37    |
| December, 1886 .....  | 476.56    | 386.45    | 71.59          | 934.60    |
| January, 1887 .....   | 476.56    | 372.14    | 59.95          | 908.65    |
| February, 1887 .....  | 476.56    | 386.45    | 46.25          | 909.26    |
| March, 1887 .....     | 476.56    | 372.14    | 38.63          | 887.33    |
| April, 1887 .....     | 476.56    | 372.14    | 13.91          | 862.61    |
| May, 1887 .....       | 476.56    | 372.14    | 63.88          | 912.58    |
| June, 1887 .....      | 476.56    | 372.14    |                |           |
| Totals .....          | 5,718.72  | 4,479.98  | 659.49         | 10,858.19 |

## ANALYSIS OF EARNINGS.

|  |               |
|--|---------------|
| Earnings, passenger :  |               |
| From local passengers .....  | \$ 40,535.34  |
| From through passengers .....  | 27,023.55     |
| From all passengers .....  | \$ 67,558.89  |
| From express and baggage .....   | 4,479.98      |
| From mails .....   | 5,718.72      |
| Total earnings passenger department .....  | \$ 77,757.59  |
| Earnings per train mile run [116,530 miles] .....                                  | .66           |
| Earnings, freight :  |               |
| From local .....   | \$ 82,079.89  |
| From through .....   | 131,872.93    |
| Total earnings freight department .....  | \$ 213,952.82 |
| Earnings per train mile run [132,964 miles] .....                                  | 1.60          |
| Earnings per train mile run from all trains earning revenue, [249,494 miles] ..... | 1.16          |
| Proportion of earnings for Iowa .....  | All.          |
| Earnings from all other sources .....  | 659.49        |
| Telegraph earnings .....   | 659.49        |
| Total earnings from all sources .....  | \$ 292,369.90 |

|  |          |
|--|----------|
| Earnings per mile of road operated [115 miles] ..... | 2,542.35 |
| Proportion of earnings for Iowa .....                | All.     |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|  |              |
|--|--------------|
| Repairs of road-bed and track .....                            | \$ 58,669.53 |
| Repairs of bridges, including culverts and cattle-guards ..... | 4,880.42     |
| Repairs of fences, road-crossings and signs .....              | 3,693.40     |
| Repairs of buildings, stations and water-tanks .....           | 616.73       |
| Total .....  | \$ 67,860.08 |



## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                     |    |           |
|-------------------------------------|----|-----------|
| Repairs of locomotives.....         | \$ | 11,807.30 |
| Repairs of passenger cars.....      |    | 6,878.46  |
| Repairs of freight cars.....        |    | 8,415.04  |
| Repairs of tools and machinery..... |    | 1,861.00  |
| Total.....                          | \$ | 28,551.70 |

## CLASS 3—CONDUCTING TRANSPORTATION.

|                                     |    |           |
|-------------------------------------|----|-----------|
| Fuel for locomotives.....           | \$ | 10,908.44 |
| Oil and waste.....                  |    | 463.80    |
| Locomotive service.....             |    | 4,118.73  |
| Passenger train service.....        |    | 7,824.00  |
| Passenger train supplies.....       |    | 195.00    |
| Freight train service.....          |    | 10,779.36 |
| Freight train supplies.....         |    | 642.00    |
| Damages to property and cattle..... |    | 8,648.00  |
| Agents and station service.....     |    | 20,327.80 |
| Sundries.....                       |    | 2,627.44  |
| Total.....                          | \$ | 60,566.37 |

## CLASS 4—GENERAL EXPENSES.

|  |    |           |
|--|----|-----------|
| Salaries of general officers and clerks.....                   | \$ | 20,751.27 |
| Legal expenses.....  |    | 3,178.47  |
| Stationery and printing, outside agencies and advertising..... |    | 3,485.03  |
| Contingencies.....   |    | 1,890.93  |
| Taxes in Iowa.....   | \$ | 5,400.00  |
| Taxes in other States.....                                     |    | None.     |
| Total taxes.....   |    | 5,400.00  |
| Total.....   | \$ | 34,804.30 |

## RECAPITULATION OF EXPENSES.

|  |    |            |
|--|----|------------|
| Maintenance of way and buildings.....  | \$ | 67,250.08  |
| Maintenance of motive power and cars.....  |    | 28,551.70  |
| Conducting transportation.....   |    | 60,566.37  |
| General expenses, including taxes.....   |    | 34,804.30  |
| Total operating expenses and taxes.....  | \$ | 191,772.45 |
| Operating expenses and taxes per mile of road operated (115 miles).....                          | \$ | 1,667.58   |
| Operating expenses and taxes per train mile run, for trains earning revenue (249,494 miles)..... |    | .76        |
| Proportion of operating expenses and taxes for Iowa.....   | \$ | 191,772.45 |
| Percentage of expenses to earnings.....  |    | 65.63      |

## GENERAL EXHIBIT.

|   |    |            |
|---|----|------------|
| Total earnings.....   | \$ | 292,369.90 |
| Total expenses, including taxes.....  |    | 191,772.45 |
| Net earnings.....   |    | 100,597.45 |
| Interest on funded debt and interest paid on funded debt.....                   |    | 115,000.00 |
| Balance at the close of the year, June 30, 1887, credit of railroad income..... | \$ | 84,796.68  |

## GENERAL RECAPITULATION.

|  |    |            |
|--|----|------------|
| Total earnings.....  | \$ | 292,369.90 |
| Total operating expenses and taxes.....                      |    | 191,772.45 |
| Net earnings above operating expenses and taxes.....         |    | 100,597.45 |
| Net earnings above operating expenses, taxes and rental..... |    | 100,597.45 |
| Gross earnings per train mile run (249,494 miles).....       | \$ | 1.13       |
| Net earnings per train mile run (249,494 miles).....         |    | .41        |

## TAXES.

## AMOUNT PAID FOR THE YEAR ENDING JUNE 30, 1887.

|              |    |          |
|--------------|----|----------|
| In Iowa..... | \$ | 5,400.00 |
|--------------|----|----------|

## SURPLUS.

|   |    |           |
|---|----|-----------|
| Surplus at the commencement of the year (new road)..... |    |           |
| Surplus at the close of the year.....                   | \$ | 34,796.68 |

## GENERAL BALANCE SHEET, AT THE CLOSING OF ACCOUNTS, JUNE 30, 1887.

## DEBIT.

|   |    |              |
|---|----|--------------|
| Cost of property, equipment, etc.....             | \$ | 4,600,000.00 |
| Material on hand.....                             |    | 6,783.65     |
| Cash, and cash items.....                         |    | 32,374.95    |
| Cash in United States Post office Department..... |    | 1,439.33     |
| Cash in treasury.....                             |    | 10,316.00    |
|   |    | 4,650,913.93 |

## CREDIT.

|                                   |    |              |
|-----------------------------------|----|--------------|
| First mortgage bonds.....         | \$ | 2,300,000.00 |
| Stock.....                        |    | 2,300,000.00 |
| Due on vouchers and accounts..... |    | 16,117.25    |
| Balance of income account.....    |    | 34,796.68    |
|                                   | \$ | 4,650,913.93 |

## DESCRIPTION OF ROAD.

|  |        |
|--|--------|
| Length main line of road from Wabash Junction at Des Moines to Waterloo, Iowa, miles.....        | 130.28 |
| Length main line of road in Iowa, miles.....   | 130.28 |
| Branches owned by this company:  |        |
| Wilson's to Cedar Falls, miles.....  | 7.19   |
| Valeria coal track, miles.....   | 3.20   |
| Total length of branches owned by this company.....  | 10.39  |
| Total length of branches owned by this company in Iowa.....                                      | 10.39  |
| Total length of road belonging to this company.....  | 114.27 |
| Total length of road belonging to this company in Iowa.....                                      | 114.27 |
| Aggregate length of sidings and other tracks not above enumerated.....                           | 14.57  |
| Same in Iowa.....  | 14.57  |
| Total length of steel rails in tracks in Iowa, exclusive of sidings.....                         | 115.77 |
| Weights per yard, steel, 56 pounds per yard for 114.27 miles; 60 pounds per yard for 25.4 miles. |        |
| Gauge of track, 4 feet, 8½ inches.   |        |



ROADS AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY  
UNDER LEASE OR CONTRACT.

|   |        |
|---|--------|
| Name, description and length of each, in miles:   |        |
| Wabash, St. Louis & Pacific Railroad from Junction in East Des Moines to West Des Moines, miles | 1.50   |
| Total length of above roads   | 1.50   |
| Total length of above roads in Iowa   | 1.50   |
| Total miles of road operated by this company  | 113.77 |
| Total miles of road operated by this company in Iowa not reported by any other company          | 114.27 |

## STATIONS.

|  |    |
|--|----|
| Number of stations on all roads owned by this company    | 17 |
| Same in Iowa   | 17 |
| Number of stations on all roads operated by this company | 17 |
| Same in Iowa   | 17 |
| Number of telegraph offices in stations in Iowa          | 17 |

## EMPLOYEES.

|  |               |
|--|---------------|
| Number of persons regularly employed on all roads operated by this company   | 228           |
| Same in Iowa   | 228           |
| Amount paid employees, including officials, on all roads operated by this company, for the year ending June 30, 1887 | \$ 136,227.49 |
| Same in Iowa   | 139,237.93    |

## BRIDGES IN IOWA.

|  | No. | Aggregate length. |
|--|-----|-------------------|
| Iron truss bridges over 100 feet in length | 4   | 11.10             |
| Wooden trestle and pile                    | 276 | 277.41            |
| Iron trestle                               | 1   | 1.81              |

## BOX CULVERTS IN IOWA.

|        |     |       |
|--------|-----|-------|
| Timber | 186 | 71.87 |
|--------|-----|-------|

## CATTLE-GUARDS.

|                   |     |
|-------------------|-----|
| Number of in Iowa | 308 |
|-------------------|-----|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

No repairing was as yet necessary on account of the railroad being new.

## BRIDGES BUILT WITHIN THE YEAR IN IOWA.

| LOCATION.                  | KIND.                                  | MATERIAL.    | WHEN BUILT.   | Length in feet. |
|----------------------------|--|--------------|---------------|-----------------|
| At Waterloo                | Pratt truss                            | Wrought iron | 1886 and 1887 | 730             |
| At Waterloo                | Iron trestle, for crossing I. C. H. R. | Wrought iron | 1886          | 151             |
| Three miles east of Dunker | Pratt truss                            | Wrought iron | 1886          | 140             |
| Near Fairbank              | Pratt truss                            | Wrought iron | 1886          | 140             |
| Near Oelwein               | Pratt truss                            | Wrought iron | 1886          | 100             |
| Total                      |  |              |               | 1,361           |

## ROAD-BED AND TRACK.

|  |      |
|--|------|
| Number of track sections in Iowa           | 24   |
| Average length of sections, miles          | 5.86 |
| Average number of men in each section gang |      |

## CROSSINGS IN IOWA.

|   |     |
|---|-----|
| What railroad crosses your road at grade, and at what locality?                           |     |
| Central Iowa Railroad, (State Center Branch), at State Center Crossing.                   |     |
| Chicago & Northwestern Railroad, at Marshalltown.   |     |
| Central Iowa Railroad (main line), at Marshalltown.                                       |     |
| Chicago & Northwestern Railroad, at Marshalltown (spur to wagon works and packing house). |     |
| Chicago & Northwestern Railroad, at Gladbrook.  |     |
| Burlington, Cedar Rapids & Northern Railroad, at Einbeck (Pacific Division).              |     |
| Burlington, Cedar Rapids & Northern Railroad, at Cedar Falls (main line).                 |     |
| Burlington, Cedar Rapids & Northern Railroad, at Waterloo (main line).                    |     |
| Illinois Central Railroad, at Waterloo (mill spur).                                       |     |
| What railroads cross your road, either over or under, and at what locality?               |     |
| Chicago, Milwaukee & St. Paul Railroad, at Melbourne, under.                              |     |
| Illinois Central Railroad (Iowa Division), at Waterloo, under.                            |     |
| Number of highway crossings at grade  | 163 |
| Number of highway crossings over railroad   | 1   |
| Number of highway crossings under railroad  | 4   |
| Number of highway bridges 20 feet above track   | 1   |

## FENCING IN IOWA.

|   |              |
|---|--------------|
| How many miles of fencing have you on your road in Iowa                             | 97.95        |
| What is the average cost per rod, cents   | 89           |
| What is the total cost of same  | \$ 18,613.15 |
| Give the number of miles needed on both sides of your track in each county in Iowa: |              |
| In Polk county  | 16.08        |
| In Jasper county  | 16.79        |
| In Marshall county  | 23.89        |
| In Tama county  | 10.33        |
| In Grundy county  | 7.45         |
| In Black Hawk county  | 16.53        |
| Total miles   | 90.57        |



## ROLLING STOCK.

|   |     |
|---|-----|
| Number of passenger cars.....   | 7   |
| Number of baggage, mail and express cars.....   | 2   |
| Number of box freight cars.....   | 63  |
| Number of stock cars.....   | 10  |
| Number of platform and coal cars.....   | 274 |
| Number of other cars.....   | 3   |
| Total number of cars.....   | 369 |
| Number of locomotives.....  | 10  |
| Maximum weight of locomotives and tenders, tons.....  | 60  |
| Average weight of locomotives and tenders, tons.....  | 40  |
| Number of locomotives equipped with train brake.....  | 5   |
| Number of passenger cars equipped with train brake.....   | 9   |
| Number of passenger cars equipped with Miller platform and buffer.....  | 8   |
| The amount of tonnage that can be carried over your road in Iowa, exclusive of cars, by an engine of given weight. Weight of engine, 33 tons... | 280 |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |         |
|--|---------|
| Miles run by passenger trains during the year..... | 116,530 |
| Miles run by freight trains during the year.....   | 132,964 |
| Total train mileage.....                           | 249,494 |

## FREIGHT TRAFFIC.

|  |            |
|--|------------|
| Number of tons of through freight carried.....                         | 106,405    |
| Number of tons of local freight carried.....                           | 94,561     |
| Total tons of freight carried.....                                     | 201,446    |
| Total mileage of through freight (tons carried one mile).....          | 5,979,675  |
| Total mileage of local freight (tons carried one mile).....            | 4,844,820  |
| Total freight mileage, or tons carried one mile.....                   | 10,824,495 |
| Average rate per ton per mile received for through freight, cents..... | 2.20       |
| Average rate per ton per mile received for local freight, cents.....   | 1.69       |
| Average rate per ton per mile received for all freight, cents.....     | 1.97       |

## CAR MILEAGE.

|   |           |
|---|-----------|
| Number of miles run by loaded freight cars south.....                               | 277,588   |
| Number of miles run by loaded freight cars north.....                               | 402,542   |
| Number of miles run by empty freight cars south.....                                | 231,612   |
| Number of miles run by empty freight cars north.....                                | 98,380    |
| Total freight car mileage.....  | 1,010,002 |
| Percentage of empty freight cars hauled south to all freight cars hauled south..... | 45.48     |
| Percentage of empty freight cars hauled north to all freight cars hauled north..... | 19.62     |

## SPEED OF TRAINS IN IOWA.

|   |    |
|---|----|
| Rate of speed of passenger trains, including stops..... | 23 |
| Rate of speed of freight trains, including stops.....   | 13 |

## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|   | Tons.   | Per cent. |
|---|---------|-----------|
| Grain.....  | 15,793  | 7.84      |
| Flour.....  | 3,894   | 1.93      |
| Provisions (beef, pork, lard, etc.).....                    | 2,581   | 1.28      |
| Animals.....  | 935     | .46       |
| Other agricultural products.....                            | 51,495  | 25.57     |
| Lumber and forest products.....                             | 77,694  | 38.33     |
| Coal.....   | 2,313   | 1.14      |
| Plaster, lime and cement.....                               | 1,754   | .87       |
| Salt.....   | 3,898   | 1.93      |
| Petroleum and oil.....                                      | 4,794   | 2.38      |
| Iron, steel and castings.....                               | 6,456   | 3.20      |
| Stone and brick.....  | 5,596   | 2.77      |
| Manufactures—articles shipped from point of production..... | 10,400  | 5.17      |
| Merchandise, and other articles not enumerated above.....   | 14,443  | 7.13      |
| Total tons carried.....                                     | 201,446 | 100.      |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? United States Express Company, \$4,479.98 per annum; general forwarding business; take their freight at depot.

## UNITED STATES MAILS IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$5,718.72 per annum.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? 112.



## REPORT OF ACCIDENTS FOR IOWA FOR THE YEAR ENDING JUNE 30, 1887.

## INJURED.

| DATE.       | NAME AND OCCUPATION.      | PLACE.       | CAUSE OF ACCIDENT AND CHARACTER OF INJURY. |
|-------------|---------------------------|--------------|--|
| 1888.       |                           |              |  |
| October 20  | W. L. Hitchcock, brakeman | Vaeria       | Coupling; fingers crushed.                 |
| November 5  | Geo. Finley, brakeman     | Rockton      | Coupling; legs bruised by pilot of engine. |
| November 16 | D. E. Bishop, brakeman    | Hudson       | Coupling; hand skinned; finger pinched.    |
| December 5  | John K. Fell, brakeman    | Hudson       | Coupling; one finger cut off.              |
| January 6   | T. McGulre, brakeman      | Marshalltown | Fell from car.                             |

## TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT.  | KILLED.     |            |         | INJURED.    |            |         |
|---------------------|-------------|------------|---------|-------------|------------|---------|
|                     | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Coupling cars       | .....       | .....      | .....   | .....       | .....      | 4       |
| Falling from trains | .....       | .....      | .....   | .....       | .....      | 1       |
| Total               | .....       | .....      | .....   | .....       | .....      | 5       |

## SUMMARY OF ACCIDENTS FOR IOWA.

Number of persons injured during the year ..... 5

## OFFICERS OF THE COMPANY AND LOCATION OF OFFICES.

President—R. T. Wilson, New York City.  
 Vice-President—A. B. Stickney, St. Paul, Minn.  
 Treasurer—W. M. Johnston, Marshalltown, Iowa.  
 General Manager—Raymond DuPuy, Marshalltown, Iowa.  
 Acting Superintendent—W. T. Block, Des Moines.  
 Auditor—W. L. Dickson, Marshalltown, Iowa.  
 General Passenger and Freight Agent—W. T. Block, Des Moines.  
 General Solicitor—Judge N. M. Hubbard, Cedar Rapids, Iowa.

## NAME OF DIRECTORS AND POST-OFFICE ADDRESS.

A. B. Stickney, St. Paul, Minn.  
 Ansel Oppenheim, St. Paul, Minn.  
 S. C. Stickney, St. Paul, Minn.  
 R. T. Wilson, New York City.  
 W. M. Johnston, New York City.  
 J. V. Johnston, New York City.  
 C. H. Boshier, New York City.  
 Date of annual meeting of stockholders, 1st Thursday after 1st Tuesday in September.  
 Fiscal year of company ends June 30.  
 General offices of the company are located at Marshalltown, Iowa, since moved to St. Paul, Minn.



STATE OF MINNESOTA, } ss.  
COUNTY OF RAMSEY.

F. W. Davis, Auditor of M. & N. W. R. R. for W. L. Dickson, Auditor of C., St. P. & K. C. R'y Co., now deceased, of the Chicago, St. Paul & Kansas City Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of his knowledge and belief.

[L. S. OF R. R.]

W. L. DICKSON, Auditor.  
By F. W. DAVIS,  
Auditor M. & N. W. R. Co.

Subscribed and sworn to before me this 14th day of September, A. D. 1887.

[L. S.]

ROBT O. WIGHT,  
Notary Public, Ramsey county, Minn.

Received and filed in the office of the Railroad Commissioners, this 16th day of September, A. D. 1887.

E. G. MORGAN, Secretary.

## REPORT

OF THE

## MINNESOTA & NORTHWESTERN RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

### CAPITAL STOCK.

|   |    |              |                 |
|---|----|--------------|-----------------|
| Amount authorized by articles of association.....   | \$ | 10,570,400   |                 |
| Amount authorized by vote of the company.....   |    | 8,330,900    |                 |
| Number of shares issued, 83,309; amount paid in.....  | \$ |              | \$ 8,330,900.00 |
| Amount of common stock issued.....  |    | 4,816,700.00 |                 |
| Amount of preferred stock issued, and conditions of preference; 7 per cent when earned..... |    | 3,514,200.00 |                 |
| Total amount paid in, as per books of the company.....                                      | \$ |              | \$ 8,330,900.00 |
| <hr/>   |    |              |                 |
| Total miles of road owned by company, miles.....  |    | 364          |                 |
| Amount of stock per mile of road.....   | \$ |              | 22,887.08       |
| Amount of stock representing the road in Iowa.....  |    |              | 4,870,400.00    |
| Amount of stock held in Iowa.....   | \$ | 101,950      |                 |
| Total number of stockholders.....   |    | 304          |                 |
| Number of stockholders in Iowa.....   |    | 2            |                 |

Of the amount of stock held in Iowa, \$250,000 held in company's treasury to be exchanged against Dubuque & Northwestern Railroad stock issued in payment of tax voted by city of Dubuque.

### DEBT.

Funded debt as follows:

|  |    |              |               |
|--|----|--------------|---------------|
| First mortgage bonds, due 1934; rate of interest 5 per cent..... | \$ | 6,097,000.00 |               |
| Total amount of funded debt.....                                 | \$ |              | 6,097,000.00  |
| Total amount of debt liabilities.....                            |    |              | 6,097,000.00  |
| <hr/>  |    |              |               |
| Amount of debt per mile of road.....                             | \$ | 16,750.00    |               |
| Amount of debt representing the road in Iowa.....                |    |              | 2,912,000.00  |
| Total amount of stock and debt.....                              |    |              | 14,427,900.00 |
| Amount of stock and debt per mile of road.....                   |    |              | 29,637.09     |
| Amount of interest paid representing the road in Iowa.....       |    |              | 84,933.33     |



## COST OF ROAD AND EQUIPMENT.

## CONSTRUCTION OF ROAD AND BRANCHES (NOT REPORTED SEPARATELY.)

|   |                  |
|---|------------------|
| Grading.....  | \$ 87,828.73     |
| Bridging and masonry .....  | 7,844.72         |
| Superstructure, including rails.....  | 293,398.57       |
| Land, land damages and fences.....  | 232,798.76       |
| Passenger and freight stations, coal sheds and water stations.....                          | 39,842.53        |
| Engine houses, car sheds and turn-tables, machine shops, including machinery and tools..... | 45,741.02        |
| Engineering, agencies, salaries, and other expenses during construction.....                | 67,885.02        |
| All other items charged to construction not enumerated above.....                           | 1,672,981.13     |
| Road built by contract.....   | 9,992,094.32     |
| Total expended for construction.....  | \$ 12,489,892.28 |
| Average cost of construction per mile of road (364 miles).....                              | \$ 34,312.90     |
| Proportion of cost of construction for Iowa.....  | \$ 7,493,935.36  |

## COST OF EQUIPMENT.

|  |                 |
|--|-----------------|
| Locomotives.....                               | \$ 296,292.27   |
| Passenger, mail, baggage and express cars..... | 107,734.59      |
| Parlor, dining, and sleeping cars.....         | 117,568.11      |
| Freight and other cars.....                    | 717,884.64      |
| Total for equipment.....                       | \$ 1,239,479.61 |

|   |            |
|---|------------|
| Average cost of equipment per mile of road operated by company (344 miles)..... | 3,603.14   |
| Proportion of cost of equipment for Iowa.....                                   | 743,687.76 |

Total cost of road and equipment..... \$ 13,729,371.87

|   |              |
|---|--------------|
| Average cost of road and equipment per mile (344 miles).....              | \$ 39,910.96 |
| Proportion of cost of road and equipment for Iowa.....                    | 827,623.13   |
| Average cost of road and equipment per mile in Iowa (306 miles).....      | 39,968.46    |
| Actual cash value of all other property owned, with schedule of same..... | 1,245,398.41 |

Draw bridge at St. Paul, \$212,190.89; St. Paul & Minneapolis terminus, \$65,421.40; new shops and machinery, \$108,475.88; shop grounds and improvements, \$59,310.24.

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|  |                 |
|--|-----------------|
| Grading.....   | \$ 87,924.48    |
| Bridging and masonry .....   | 6,902.13        |
| Superstructure, including rails.....   | 202,174.21      |
| Land, land damages and fences.....   | 298,775.59      |
| Passenger and freight stations, coal sheds and water stations.....                         | 34,733.09       |
| Engine houses, car sheds and turn-tables, machine shops including machinery and tools..... | 27,059.54       |
| Engineering, agencies, salaries, and other expenses during construction.....               | 97,951.63       |
| Road built by contract.....  | 8,156,720.00    |
| Purchase of other roads (specifying same), and all particulars:                            |                 |
| Purchased Dubuque & Dakota Railway, Sumner to Hampton, 63 miles, January 1, 1887.....      | \$ 1,600,228.84 |
| Total for construction.....  | \$ 8,890,469.51 |

## EQUIPMENT.

|  | Number. |                 |
|--|---------|-----------------|
| Locomotives.....                                     | 20      | \$ 136,148.91   |
| Passenger, mail, baggage and express cars.....       | 23      | 158,146.55      |
| Freight and other cars.....                          | 1,420   | 401,669.58      |
| Total for equipment.....                             |         | \$ 695,965.04   |
| Total expenditures charged to property accounts..... |         | \$ 9,086,434.55 |

Net addition to property account for the year..... \$ 9,086,434.55

## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                      | THROUGH.     | LOCAL.        | TOTAL.        |
|----------------------|--------------|---------------|---------------|
| July, 1886.....      | \$ 4,683.11  | \$ 7,024.66   | \$ 11,707.77  |
| August, 1886.....    | 5,297.40     | 8,291.11      | 13,518.51     |
| September, 1886..... | 7,250.60     | 10,875.90     | 18,126.50     |
| October, 1886.....   | 4,761.38     | 7,142.08      | 11,903.46     |
| November, 1886.....  | 3,980.18     | 5,979.27      | 9,959.45      |
| December, 1886.....  | 4,681.88     | 6,872.51      | 11,454.69     |
| January, 1887.....   | 5,834.83     | 8,751.79      | 14,586.32     |
| February, 1887.....  | 3,900.11     | 5,850.16      | 9,750.27      |
| March, 1887.....     | 6,832.41     | 10,248.61     | 17,081.02     |
| April, 1887.....     | 7,510.46     | 11,265.70     | 18,776.16     |
| May, 1887.....       | 7,757.56     | 11,636.39     | 19,393.95     |
| June, 1887.....      | 8,811.43     | 13,217.15     | 22,028.58     |
| Totals.....          | \$ 71,431.05 | \$ 107,146.57 | \$ 178,577.62 |



## FROM TRANSPORTATION OF FREIGHT.

|                 | THROUGH.      | LOCAL.        | TOTAL.        |
|-----------------|---------------|---------------|---------------|
| July, 1886      | \$ 9,879.20   | \$ 17,487.83  | \$ 27,367.03  |
| August, 1886    | 11,417.24     | 13,774.02     | 25,191.26     |
| September, 1886 | 17,298.59     | 17,147.67     | 34,446.26     |
| October, 1886   | 20,242.25     | 19,640.35     | 39,882.60     |
| November, 1886  | 27,834.35     | 27,764.59     | 55,598.94     |
| December, 1886  | 31,722.76     | 25,100.10     | 56,822.86     |
| January, 1887   | 37,860.93     | 14,247.70     | 52,108.63     |
| February, 1887  | 30,283.15     | 11,649.53     | 41,932.68     |
| March, 1887     | 51,409.53     | 14,218.44     | 65,627.97     |
| April, 1887     | 25,259.75     | 24,205.34     | 49,465.09     |
| May, 1887       | 36,534.38     | 25,366.72     | 61,901.10     |
| June, 1887      | 53,630.07     | 23,960.69     | 77,590.76     |
| Totals          | \$ 353,314.18 | \$ 234,562.61 | \$ 587,876.79 |

## FROM ALL OTHER SOURCES.

|                 | MAILS.       | EXPRESS.    | MISCELLANEOUS. | TOTAL.        |
|-----------------|--------------|-------------|----------------|---------------|
| July, 1886      | \$ 790.05    | \$ 559.50   | \$ 4,268.04    | \$ 5,617.59   |
| August, 1886    | 790.05       | 561.51      | 5,412.14       | 6,763.70      |
| September, 1886 | 790.05       | 544.96      | 5,536.87       | 6,871.88      |
| October, 1886   | 790.05       | 621.34      | 6,775.74       | 8,187.13      |
| November, 1886  | 790.05       | 721.06      | 7,238.09       | 8,749.20      |
| December, 1886  | 790.05       | 818.71      | 7,621.63       | 9,230.39      |
| January, 1887   | 790.05       | 643.70      | 6,511.46       | 7,945.21      |
| February, 1887  | 1,451.85     | 520.61      | 7,619.12       | 9,621.61      |
| March, 1887     | 1,137.45     | 1,000.76    | 7,566.33       | 9,644.54      |
| April, 1887     | 1,137.45     | 1,198.41    | 6,550.66       | 8,886.52      |
| May, 1887       | 1,137.45     | 1,207.14    | 7,814.91       | 10,159.50     |
| June, 1887      | 6,470.20     | 1,154.62    | 7,779.93       | 15,404.75     |
| Totals          | \$ 16,897.75 | \$ 9,581.85 | \$ 80,624.92   | \$ 107,104.52 |

## ANALYSIS OF EARNINGS.

|  |               |               |
|--|---------------|---------------|
| Earnings, passenger:   |               |               |
| From local passengers  | \$ 107,146.57 |               |
| From through passengers  | 71,431.05     |               |
| From all passengers  |               | \$ 178,577.62 |
| From express and baggage   |               | 9,581.85      |
| From mails   |               | 16,897.75     |
| Total earnings passenger department  |               | \$ 205,057.22 |
| Earnings per train mile run (387,389 miles)                                  | \$ .53        |               |
| Earnings, freight:   |               |               |
| From local   | 234,562.61    |               |
| From through   | 253,314.18    |               |
| Total earnings, freight department   |               | \$ 587,876.79 |
| Earnings per train mile run (492,059 miles)                                  | 1.19          |               |
| Earnings per train mile run, from all trains earning revenue (879,348 miles) | .90           |               |
| Proportion of earnings for Iowa  | \$ 325,972.97 |               |
| Rents received for use of road   |               | 12,785.64     |
| Earnings from all other sources  |               | 67,839.28     |
| Total earnings from all sources  |               | \$ 873,498.93 |

|  |            |
|--|------------|
| Earnings per mile of road operated (344 miles) | 2,539.24   |
| Proportion of earnings for Iowa                | 325,972.97 |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|  |              |
|--|--------------|
| Repairs of road-bed and track                            | \$ 66,406.14 |
| Renewal of rails   | 35.36        |
| Renewal of ties (No. laid, 16,531 at 35 cents)           | 5,785.84     |
| Repairs of bridges, including culverts and cattle-guards | 5,086.42     |
| Operating draw bridge at St. Paul                        | 2,182.20     |
| Repairs of fences, road-crossings and signs              | 997.16       |
| Repairs of buildings, stations and water-tanks           | 1,065.85     |
| Total  | 76,158.97    |

## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|                           |              |
|---------------------------|--------------|
| Repairs of locomotives    | \$ 23,785.62 |
| Repairs of passenger cars | 11,248.25    |
| Repairs of freight cars   | 21,296.48    |
| Total                     | \$ 56,330.35 |



## CLASS 3.—CONDUCTING TRANSPORTATION.

|   |               |
|---|---------------|
| Fuel for locomotives.....                           | \$ 165,490.00 |
| Water supply.....                                   | 5,214.00      |
| Oil and waste.....                                  | 4,184.50      |
| Passenger train service.....                        | 43,418.00     |
| Freight train service.....                          | 73,312.70     |
| Mileage of freight cars (credit balance).....       | 31,680.00     |
| Telegraph expenses (maintenance and operating)..... | 16,314.00     |
| Damage and loss of freight and baggage.....         | 344.00        |
| Damages to property and cattle.....                 | 120.00        |
| Personal injuries.....                              | 2,715.00      |
| Agents and station service.....                     | 53,429.00     |
| Station supplies.....                               | 5,479.00      |
| Sundries.....                                       | 34,659.12     |
| Total.....  | \$ 376,480.07 |

## CLASS 4.—GENERAL EXPENSES.

|  |                           |
|--|---------------------------|
| Salaries of general officers and clerks.....                   | \$ 45,484.87              |
| Insurance.....   | 3,859.00                  |
| Stationery and printing, outside agencies and advertising..... | 36,582.21                 |
| Taxes in Iowa.....   | None.                     |
| Taxes in other States.....                                     | \$ 10,950.51—\$ 10,950.51 |
| Total.....   | \$ 97,876.59              |

## RECAPITULATION OF EXPENSES.

|  |               |
|--|---------------|
| Maintenance of way and buildings.....  | \$ 76,155.97  |
| Maintenance of motive power and cars.....  | 56,330.35     |
| Conducting transportation.....   | 376,430.07    |
| General expenses, including taxes.....   | 97,876.59     |
| Total operating expenses and taxes.....  | \$ 606,792.98 |
| Operating expenses and taxes per mile of road operated (246 miles average during year).....      | \$ 2,528.31   |
| Operating expenses and taxes per train mile run, for trains earning revenue (879,348 miles)..... | .68           |
| Proportion of operating expenses and taxes for Iowa.....   | \$ 151,001.07 |
| Percentage of expenses to earnings.....  | 69.46         |

## GENERAL EXHIBIT.

|  |               |
|--|---------------|
| Total earnings.....  | \$ 873,498.93 |
| Total expenses, including taxes.....   | 606,796.30    |
| Net earnings.....  | 266,702.63    |
| Interest on funded debt.....   | 230,170.77    |
| Balance at the close of the year, June 30, 1887, carried to railroad income account..... | \$ 36,531.86  |

## GENERAL RECAPITULATION.

|  |               |
|--|---------------|
| Total earnings.....                                    | \$ 873,498.93 |
| Total operating expenses and taxes.....                | 606,796.30    |
| Net earnings above operating expenses and taxes.....   | 266,702.63    |
| Gross earnings per train mile run (879,348 miles)..... | \$ .99        |
| Net earnings per train mile run (879,348 miles).....   | .31           |

## TAXES.

AMOUNT PAID FOR YEAR ENDING JUNE 30, 1887.

|                   |              |
|-------------------|--------------|
| In Minnesota..... | \$ 10,950.51 |
|-------------------|--------------|

## GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS, JUNE 30, 1887.

## DEBIT.

|  |                  |
|--|------------------|
| Cost of road.....                            | \$ 12,489,892.26 |
| Cost of equipment.....                       | 1,239,479.61     |
| Supplies and material on hand.....           | 63,758.00        |
| Cash.....                                    | 277,092.30       |
| Draw bridge at St. Paul.....                 | 212,190.89       |
| St. Paul & Minneapolis Terminal.....         | 865,421.40       |
| New shops and machinery.....                 | 108,475.88       |
| Shop grounds and improvements.....           | 59,310.24        |
| Municipal bonds and accounts receivable..... | 268,369.58       |
| Total.....                                   | \$ 15,583,991.06 |

## CREDIT.

|                                      |                  |
|--------------------------------------|------------------|
| Capital stock.....                   | \$ 8,330,900.00  |
| Funded debt.....                     | 6,097,000.00     |
| Dubuque & Dakota Railroad bonds..... | 630,000.00       |
| Due on audited vouchers.....         | 172,848.51       |
| Due on pay rolls.....                | 62,212.94        |
| Due on accounts.....                 | 210,494.78       |
| Profit and loss.....                 | 80,534.83        |
| Total.....                           | \$ 15,583,991.06 |

NOTE.—In addition to the above liabilities \$2,379,000 of first mortgage bonds have been deposited in trust as collateral against money advanced for the construction of 145.97 miles of railway between Chicago, Ill., and Dubuque, Iowa, and as collateral against money advanced for additional terminal and equipment. Also \$1,000,000 preferred and \$1,500,000 common stock have been issued on the same account for 97.08 miles.



## DESCRIPTION OF ROAD.

|   |        |
|---|--------|
| Length main line of road from St. Paul, Minn., to Illinois Central Junction, Dubuque, Iowa..... | 253.41 |
| Length main line of road in Iowa.....   | 143.79 |
| Length of double track on main line.....  | 6.31   |
| Same in Iowa.....   | 1.40   |
| Branches owned by this company:   |        |
| Dubuque & Dakota Railroad .....   | 63.30  |
| Dubuque Junction to Lyle, State line .....  | 37.29  |
| Lyle to Manly Junction, from State line.....  | 30.30  |
| Total length of branches owned by this company .....  | 110.89 |
| Total length of branches owned by this company in Iowa .....                                    | 83.40  |
| Total length of road belonging to this company.....   | 364.11 |
| Total length of road belonging to this company in Iowa .....                                    | 226.19 |
| Aggregate length of sidings and other tracks not above enumerated .....                         | 66.17  |
| Same in Iowa.....   | 36.96  |
| Total length of steel rails in tracks in Iowa, exclusive of sidings .....                       | 194.15 |
| Total length of iron rails in tracks in Iowa .....  | 82.94  |
| Weights per yard, steel, 60 pounds for 162.99 miles; 45 pounds for 31.16 miles.                 |        |
| Weights per yard, iron, 50 pounds for 32.04 miles.  |        |
| Gauge of track, 4 feet 8½ inches.   |        |

If any part of the road was first opened for operation during the past year state the date.

|  |        |
|--|--------|
| Dubuque Junction, Minn., to Dubuque, Iowa .....  | 171.03 |
| Total miles of road operated by this company .....   | 343.93 |
| Total miles of road operated by this company in Iowa not reported by any other company ..... | 265.90 |

## STATIONS.

|  |    |
|--|----|
| Number of stations on all roads owned by this company .....    | 60 |
| Same in Iowa .....   | 34 |
| Number of stations on all roads operated by this company ..... | 67 |
| Same in Iowa.....  | 35 |
| Number of telegraph offices in stations in Iowa.....           | 35 |

## EMPLOYES.

|   |               |
|---|---------------|
| Average number of persons regularly employed on all roads operated by this company .....                                  | 1,944         |
| Same in Iowa.....   | 928           |
| Amount paid employees, including officials, on all roads operated by this company, for the year ending June 30, 1887..... | \$ 554,719.21 |
| Same in Iowa.....   | 219,839.69    |

## BRIDGES IN IOWA.

|   | Number. | Aggregate length, feet. |
|---|---------|-------------------------|
| Wooden truss bridges over 100 feet in length.....       | 1       | 840                     |
| Combination truss bridges over 100 feet in length ..... | None.   |                         |
| Iron truss bridges over 100 feet in length .....        | 5       | 614                     |
| Wooden trestle and pile.....                            | 251     | 29,196                  |
| Iron trestle .....                                      | None.   |                         |

## ARCH CULVERTS AND VIADUCTS IN IOWA.

|                                   |       |         |
|-----------------------------------|-------|---------|
| With 20 feet opening or more..... | None. |         |
| Less than 20 feet opening.....    | 1     | 5x6½ 70 |

## BOX CULVERTS IN IOWA.

|                  |     |        |
|------------------|-----|--------|
| Timber.....      | 443 | 15,657 |
| Stone.....       | 35  | 1,179  |
| Stone—open ..... | 6   | 135    |

## CATTLE-GUARDS.

|                        |     |
|------------------------|-----|
| Number of in Iowa..... | 462 |
|------------------------|-----|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|   |        |
|---|--------|
| Amount of timber used in renewals of trestle and pile bridges during the year (feet B. M.)..... | 60,000 |
| Amount of trestle work replaced with earth during the year (lineal feet), filling .....         | 21,600 |

## BRIDGES BUILT WITHIN THE YEAR IN IOWA.

| LOCATION.                            | KIND.               | MATERIAL.       | When built. | Length in feet. |
|--------------------------------------|---------------------|-----------------|-------------|-----------------|
| Near Dundee .....                    | Pratt truss .....   | Wrought iron... | 1886.....   | 140             |
| Near Graf .....                      | Pratt truss .....   | Wrought iron... | 1886.....   | 100             |
| 2¼ miles south of Lyle.....          | Pratt truss .....   | Wrought iron... | 1885.....   | 179             |
| 1½ miles north of Melton .....       | Pratt truss .....   | Wrought iron... | 1886.....   | 75              |
| 1 mile north of Manly Junction ..... | Pratt truss .....   | Wrought iron... | 1886.....   | 120             |
| 1 mile west of Clarksville .....     | Straining beam..... | Wood .....      | 1879.....   | 840             |
| Total .....                          |                     |                 |             | 1,454           |

Give the average number of years the trestle and pile bridges last on your road in Iowa.\*

Give the average number of years that wooden truss bridges last on your road in Iowa.\*

## ROAD-BED AND TRACK.

|  |        |
|--|--------|
| Number of track sections in Iowa.....  | 38     |
| Average length of sections.....  | 6.21   |
| Average number of men in each section gang .....                             | 3.7    |
| Number of new ties laid in track during the year in Iowa (D. & D. R. R.).... | 21,170 |
| Average number of new ties per mile of road in Iowa .....                    | 335    |

\* With the exception of the Dubuque & Dakota Railroad, newly acquired, the road is comparatively too new to be able to answer these questions with certainty.



## CROSSINGS IN IOWA.

What railroad crosses your road at grade, and at what locality?

Illinois Central, at Waverly.  
 Burlington, Cedar Rapids & Northern, at Clarksville.  
 Burlington, Cedar Rapids & Northern, at Manly Junction.  
 Burlington, Cedar Rapids & Northern, at Oelwein.  
 Chicago, Milwaukee & St. Paul, at New Hampton.  
 Chicago, Milwaukee & St. Paul, at Oneida.  
 Chicago, Milwaukee & St. Paul, at Dubuque.

|   |     |
|---|-----|
| Number of highway crossings at grade .....          | 261 |
| Number of highway crossings over railroad .....     | 2   |
| Number of highway crossings under railroad .....    | 6   |
| Number of highway bridges 20 feet above track ..... | 2   |

## FENCING IN IOWA.

|   |           |
|---|-----------|
| How many miles of fencing have you on your road in Iowa .....               | 354       |
| What is the average cost per rod .....                                      | \$ .67    |
| What is the total cost of same .....  | 75,308.18 |
| How many miles of new fencing have you built during the year .....          | 268.21    |
| Give the number of miles needed on both sides of your track in each county: |           |
| In Iowa:  |           |
| In Bremer county .....  | 28        |
| In Butler county .....  | 37.40     |
| In Franklin county .....  | 7         |
| Total miles .....   | 72.40     |

## ROLLING STOCK.

|  | Owned. | Total. |
|--|--------|--------|
| Number of passenger cars .....   | 21     | 21     |
| Number of baggage, mail and express cars .....   | 8      | 8      |
| Number of parlor and sleeping cars .....   | 8      | 8      |
| Number of box freight cars .....   |        | 1,360  |
| Number of stock cars .....   | 1,525  | 1,525  |
| Number of platform and coal cars .....   | 321    | 321    |
| Number of other cars .....   | 118    | 118    |
| Total number of cars .....   | 2,001  | 2,001  |
| Number of locomotives .....  |        | 44     |
| Maximum weight of locomotives and tenders, tons .....  |        | 80     |
| Average weight of locomotives and tenders, tons .....  |        | 26     |
| Number of locomotives equipped with train brake .....  |        | 19     |
| Number of locomotives equipped with driver brake .....   |        | 19     |
| Number of passenger cars equipped with train brake .....   |        | 39     |
| Number of freight cars equipped with air brake .....   |        | 1,850  |
| Number of freight cars equipped with air brake .....   |        | None.  |
| Number of passenger cars equipped with Miller platform and buffer .....  |        | 39     |
| Number of freight cars equipped with automatic coupler .....   |        | 39     |
| The amount of tonnage that can be carried over your road in Iowa exclusive of cars, by an engine of given weight. Weight of engine, 20 tons... |        | 360    |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|   |         |
|---|---------|
| Miles run by passenger trains during the year ..... | 387,289 |
| Miles run by freight trains during the year .....   | 492,059 |

## PASSENGER TRAFFIC.

|   |           |
|---|-----------|
| Total number of passengers carried .....                      | 585,580   |
| Total passenger mileage, or passengers carried one mile ..... | 5,903,160 |
| Average distance traveled by each passenger, miles .....      | 11        |
| Average amount received from each passenger, cents .....      | 25        |
| Average rate of fare per mile for all passengers, cents ..... | 2.8       |

## FREIGHT TRAFFIC.

|   |         |
|---|---------|
| Number of tons of through freight carried ..... | 283,951 |
| Number of tons of local freight carried .....   | 142,175 |
| Total tons of freight carried .....             | 426,128 |

|  |            |
|--|------------|
| Total mileage of through freight (tons carried one mile) ..... | 48,175,602 |
| Total mileage of local freight (tons carried one mile) .....   | 12,164,141 |
| Total freight mileage, or tons carried one mile .....          | 60,339,743 |

|   |       |
|---|-------|
| Average rate per ton per mile received for through freight .....  | .073  |
| Average rate per ton per mile received for local freights .....   | .192  |
| Average rate per ton per mile received for all freight, .....   | .074  |
| Average cost per ton per mile to move freight .....   | .004% |
| Percentage of freight originating at, and carried to stations in Iowa, as compared with total freight carried in Iowa. (This should not include fuel or any material for the use of the road) ..... | .21   |

## CAR MILEAGE.

|   |           |
|---|-----------|
| Number of miles run by loaded freight cars east and south ..... | 1,017,919 |
| Number of miles run by loaded freight cars west and north ..... | 727,089   |
| Number of miles run by empty freight cars east and south .....  | 193,228   |
| Number of miles run by empty freight cars west and north .....  | 386,456   |
| Total freight car mileage .....                                 | 2,324,692 |

|  |      |
|--|------|
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south ..... | 17.7 |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north ..... | 46.3 |

## SPEED OF TRAINS IN IOWA.

|   |    |
|---|----|
| Rate of speed of passenger trains, including stops, miles ..... | 30 |
| Rate of speed of freight trains, including stops, miles .....   | 10 |



## TONNAGE OF ARTICLES TRANSPORTED.

|  | TONS.   | PER<br>CENT. |
|--|---------|--------------|
| Grain .....  | 60,084  | 34.16        |
| Flour .....  | 24,567  | 5.50         |
| Provisions (beef, pork, lard, etc.) .....                    | 5,968   | 1.40         |
| Animals .....  | 22,367  | 5.26         |
| Other agricultural products .....                            | 16,045  | 2.80         |
| Lumber and forest products .....                             | 127,016 | 29.56        |
| Coal .....   | 46,875  | 11.06        |
| Plaster, lime and cement .....                               | 6,022   | 1.40         |
| Salt .....   | 5,761   | 1.30         |
| Petroleum and oil .....                                      | 2,531   | .60          |
| Iron, steel and castings .....                               | 33,743  | 7.90         |
| Stone and brick .....  | 22,658  | 5.20         |
| Manufactures—articles shipped from point of production ..... | 8,409   | 2.00         |
| Merchandise, and other articles not enumerated above .....   | 44,744  | 10.50        |
| Total tons carried .....                                     | 426,128 | 100          |

## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|  | TONS.   | PER<br>CENT. |
|--|---------|--------------|
| Grain .....  | 31,351  | 16.00        |
| Flour .....  | 7,838   | 4.00         |
| Provisions (beef, pork, lard, etc.) .....                    | 1,950   | 1.00         |
| Animals .....  | 16,067  | 8.20         |
| Other agricultural products .....                            | 8,817   | 4.50         |
| Lumber and forest products .....                             | 48,790  | 24.90        |
| Coal .....   | 25,669  | 13.10        |
| Plaster, lime and cement .....                               | 2,547   | 1.30         |
| Salt .....   | 1,859   | 1.00         |
| Petroleum and oil .....                                      | 1,176   | .60          |
| Iron, steel and castings .....                               | 15,284  | 7.80         |
| Stone and brick .....  | 9,797   | 5.00         |
| Manufactures—articles shipped from point of production ..... | 3,919   | 2.00         |
| Merchandise, and other articles not enumerated above .....   | 20,770  | 10.60        |
| Total tons carried .....                                     | 195,943 | 100          |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? American Express Company, 1½ first class rates. General express business; produce, merchandise, etc. We take their freights at depots.

## SLEEPING-CARS.

Do sleeping, parlor, or dining-cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Pullman's Palace Cars run on this road. We pay them three cents per mile; \$2.00 charged in addition to regular rates for through passengers.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings. Total amount paid to Pullman's Palace Car Company, \$5,944.76. They receive all of the earnings.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$6,522.33. Company delivers mail to post-offices at terminal stations, and at intermediate post-offices that are not located over eighty rods from points at which passenger trains stop.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? 206.



## REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1887.

## KILLED.

| DATE.  | NAME AND OCCUPATION.     | PLACE.     | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.    |
|--------|--------------------------|------------|---|
| 1886.  |                          |            |   |
| August | 8 Welsh, unknown.        | Lowther    | Lying on track; killed.                       |
| August | 28 J. Griffin, laborer   | Alta Vista | Bank caved in; threw him under train; killed. |
| Sept.  | 17 P. Tulen, laborer     | Dubuque    | Jumped from train; killed.                    |
| Sept.  | 18 J. Miller, laborer    | Dubuque    | Car left track; he jumped off; killed.        |
| 1887.  |                          |            |   |
| April  | 22 Michael Case, laborer | Alta Vista | Walking on track; killed.                     |
| April  | 22 A. Bogas, laborer     | Alta Vista | Walking on track; killed.                     |

## INJURED.

|          |                             |             |   |
|----------|-----------------------------|-------------|---|
| 1886.    |                             |             |   |
| Sept.    | 3 Geo. Heelig, fireman      | Bailey      | Trying to get on train; foot injured.       |
| Sept.    | 8 Joe Brown, laborer        | Dubuque     | Unloading ties; leg broken.                 |
| Sept.    | 23 A. Peterson, laborer     | New Hampton | Coupling cars; leg injured.                 |
| Sept.    | 29 J. A. Walker, conductor  | Dubuque     | Struck by cable on work train; leg broken.  |
| Sept.    | 29 Wm. Abitz, laborer       | Dubuque     | Car left track; finger cut & l.             |
| December | 27 Fred Stebbins, brakeman  | Elma        | Coupling cars; foot injured.                |
| Sept.    | 17 Thomas Asst, brakeman    | Westgate    | Jumped off car; ankle injured.              |
| December | 6 E. E. Robinson, brakeman  | Dunkerton   | Coupling cars; finger mashed.               |
| 1887.    |                             |             |   |
| April    | 24 Wm. Payton, brakeman     | Hampton     | Coupling cars; finger injured.              |
| April    | 28 Chas. Riley, brakeman    | Oswego      | Coupling cars; bruised ankle.               |
| March    | 19 Moses Stone, brakeman    | Bailey      | Coupling cars; finger mashed.               |
| May      | 6 Chas. Ryan, laborer       | Dubuque     | Coupling between cars; foot bruised.        |
| May      | 7 Chas. Morris, laborer     | Thorpe      | Struck by coal chute; head bruised.         |
| May      | 10 M. W. Bailey, brakeman   | Waverly     | Struck against piece of iron; foot injured. |
| February | 16 Jno. Hedder, laborer     | Oswego      | Jumped from train; injured.                 |
| June     | 16 David McCrackin, laborer | Dubuque     | Jumped from sand-car; arm bruised.          |
| June     | 3 Thos. Bourne, laborer     | Elma        | Repairing track; head injured.              |

## TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT.        | KILLED.     |            |         | INJURED.    |            |         |
|---------------------------|-------------|------------|---------|-------------|------------|---------|
|                           | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Derailements              | 2           | 1          | 1       | 1           | 1          | 1       |
| Coupling cars             | 2           | 1          | 1       | 6           | 4          | 4       |
| Getting on and off trains | 1           | 1          | 1       | 6           | 4          | 4       |
| Miscellaneous             | 1           | 1          | 1       | 1           | 1          | 1       |
| Trespassers on track      | 2           | 1          | 1       | 17          | 17         | 17      |
| Total                     | 2           | 1          | 1       | 17          | 17         | 17      |

## SUMMARY OF ACCIDENTS FOR IOWA.

|   |    |
|---|----|
| Number of persons killed during the year                          | 6  |
| Number of persons injured during the year                         | 17 |
| Number of casualties purely accidental during the entire year     | 4  |
| Number resulting from lack of caution, carelessness or misconduct | 16 |
| Number of trespassers on track killed                             | 3  |

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—A. B. Stickney, St. Paul.  
 Vice-President—C. W. Benson, St. Paul.  
 Treasurer—W. B. Bend, St. Paul.  
 General Manager—Raymond Du Puy, St. Paul.  
 Assistant General Superintendent—Edwin G. Russell, St. Paul.  
 Division Superintendent—Joel May, St. Paul.  
 Chief Engineer—H. Fernstrom, St. Paul.  
 Auditor—F. W. Davis, St. Paul.  
 General Solicitors—Lusk & Bun, St. Paul.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

A. B. Stickney, St. Paul.  
 Maurice Auerbach, St. Paul.  
 Sam. C. Stickney, St. Paul.  
 C. W. Benson, St. Paul.  
 Ker D. Dunlap, Sibley, Iowa.  
 A. Oppenheim, St. Paul.  
 W. R. Merriam, St. Paul.  
 William Dawson, St. Paul.  
 Wm. Lewis Boyle, New York City.  
 Crawford Livingston, St. Paul.  
 Robert A. Smith, St. Paul.  
 C. F. Benson, Sibley, Iowa.

Date of annual meeting of stockholders, first Wednesday after first Tuesday in September.  
 Fiscal year of company ends June 30th.  
 General officers of the company are located at St. Paul, Minnesota.



STATE OF MINNESOTA, } ss.  
COUNTY OF RAMSEY, }

Raymond Du Puy, General Manager, and F. W. Davis, Auditor, of the Minnesota & Northwestern Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of their knowledge and belief.

(Signed)

RAYMOND DU PUY,  
General Manager,  
F. W. DAVIS, Auditor,

Subscribed and sworn to before me, this 14th day of September, A. D. 1887.

[L. S.]

J. W. LUSK,  
Notary Public, Ramsey county, Minn.

Received and filed in the office of the Commissioners of Railroads, this 15th day of September, A. D. 1887.

E. G. MORGAN, Secretary.

## REPORT

OF THE

## IOWA NORTHERN RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

### CAPITAL STOCK.

|   |                 |              |
|---|-----------------|--------------|
| Amount authorized by articles of association .....  | \$ 2,000,000.00 |              |
| Amount authorized by vote of the company.....   | 90,000.00       |              |
| Number of shares issued, 900; amount paid in.....   | 90,000.00       |              |
| Amount of common stock issued.....  |                 | \$ 90,000.00 |
| Amount of preferred stock issued and conditions of preference: No preferred stock issued. |                 |              |
| Total amount paid in, as per books of the company .....                                   |                 | \$ 90,000.00 |
|   |                 |              |
| Total miles of road owned by company.....   | 5.93            |              |
| Amount of stock per mile of road.....   | \$ 15,000.00    |              |
| Amount of stock representing the road in Iowa.....  | 90,000.00       |              |
| Amount of stock held in Iowa .....  | 90,000.00       |              |
| Total number of stockholders .....  | 6               |              |
| Number of stockholders in Iowa .....  | 6               |              |

### DEBT.

Funded debt as follows:

|  |             |              |
|--|-------------|--------------|
| Fifty \$1,000 bonds; due May, 1902; rate of interest, 6 per cent ..... |             | \$ 50,000.00 |
| Amount of interest paid on same during the year.....                   | \$ 3,000.00 |              |
| Total amount of debt liabilities.....                                  |             | \$ 50,000.00 |

|  |             |
|--|-------------|
| Amount of debt per mile of road.....                       | \$ 8,333.33 |
| Amount of debt representing the road in Iowa.....          | 50,000.00   |
| Total amount of stock and debt.....                        | 140,000.00  |
| Amount of stock and debt per mile of road.....             | 23,333.33   |
| Amount of interest paid representing the road in Iowa..... | 3,000.00    |



## COST OF ROAD AND EQUIPMENT.

## CONSTRUCTION OF ROAD AND BRANCHES, NOT REPORTED SEPARATELY.

The road was built by contract, payment made in stock and bonds as heretofore reported, \$15,000 per mile in stock and \$10,000 per mile in bonds.

## COST OF EQUIPMENT.

Total for equipment..... \$ 1,342.13  
(Entire equipment leased.)

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

No increase of capital or debt have been made during the year.

## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                      | THROUGH. | LOCAL.      | TOTAL.      |
|----------------------|----------|-------------|-------------|
| July, 1886.....      |          | \$ 127.18   | \$ 127.18   |
| August, 1886.....    |          | 155.89      | 155.89      |
| September, 1886..... |          | 161.45      | 161.45      |
| October, 1886.....   |          | 132.08      | 132.08      |
| November, 1886.....  |          | 139.85      | 139.85      |
| December, 1886.....  |          | 200.30      | 200.30      |
| January, 1887.....   |          | 183.85      | 183.85      |
| February, 1887.....  |          | 216.62      | 216.62      |
| March, 1887.....     |          | 158.85      | 158.85      |
| April, 1887.....     |          | 160.60      | 160.60      |
| May, 1887.....       |          | 115.09      | 115.09      |
| June, 1887.....      |          | 147.41      | 147.41      |
| Total.....           |          | \$ 1,899.07 | \$ 1,899.07 |

## FROM TRANSPORTATION OF FREIGHT.

|                      | THROUGH. | LOCAL.       | TOTAL.       |
|----------------------|----------|--------------|--------------|
| July, 1886.....      |          | \$ 1,007.97  | \$ 1,007.97  |
| August, 1886.....    |          | 840.33       | 840.33       |
| September, 1886..... |          | 1,065.90     | 1,065.90     |
| October, 1886.....   |          | 682.78       | 682.78       |
| November, 1886.....  |          | 1,130.54     | 1,130.54     |
| December, 1886.....  |          | 1,089.52     | 1,089.52     |
| January, 1887.....   |          | 838.08       | 838.08       |
| February, 1887.....  |          | 1,199.82     | 1,199.82     |
| March, 1887.....     |          | 1,262.18     | 1,262.18     |
| April, 1887.....     |          | 1,084.19     | 1,084.19     |
| May, 1887.....       |          | 602.06       | 602.06       |
| June, 1887.....      |          | 495.17       | 495.17       |
| Total.....           |          | \$ 11,308.54 | \$ 11,308.54 |

## ANALYSIS OF EARNINGS.

|  |              |  |
|--|--------------|--|
| Earnings, passenger:   |              |  |
| From local passengers.....   | \$ 1,899.07  |  |
| From all passengers.....   | \$ 1,899.07  |  |
| Total earnings, passenger department.....  | \$ 1,899.07  |  |
| Earnings per train mile run (17,010 miles).....                                  | \$ .111      |  |
| Earnings, freight:   |              |  |
| From local.....  | 11,308.54    |  |
| Total earnings, freight department.....  | \$ 11,308.54 |  |
| Earnings per train miles run (17,010 miles).....                                 | \$ .66       |  |
| Earnings per train mile run, from all trains earning revenue (17,010 miles)..... | .771         |  |
| Proportion of earnings for Iowa.....   | 100          |  |
| Total earnings from all sources.....   | \$ 13,207.61 |  |
| Earnings per mile of road operated (5.93 miles).....                             | \$ 2,227.25  |  |
| Proportion of earnings for Iowa.....   | 100          |  |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|                                     |                               |
|-------------------------------------|-------------------------------|
| Repairs of road-bed and track ..... | \$ 1,352.05                   |
| Renewal of ties .....               | No account kept ties on hand. |
| Total.....                          | \$ 1,352.05                   |

## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                     |                      |          |
|-------------------------------------|----------------------|----------|
| Repairs of locomotives .....        | Rent of equipment \$ | 1,242.13 |
| Repairs of passenger cars .....     |                      |          |
| Repairs of freight cars.....        |                      |          |
| Repairs of tools and machinery..... |                      |          |
| Total .....                         | \$                   | 1,242.13 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|                                     |             |
|-------------------------------------|-------------|
| Fuel for locomotives .....          | \$ 736.88   |
| Oil and waste.....                  | 131.51      |
| Locomotive service.....             | 1,880.00    |
| Freight train service—brakemen..... | 315.00      |
| Sundries—office rent.....           | 180.00      |
| Total .....                         | \$ 2,743.39 |

## CLASS 4.—GENERAL EXPENSES.

|   |             |
|---|-------------|
| Salaries of general officers and clerks .....                   | \$ 1,380.00 |
| Legal expenses.....   | 5.50        |
| Stationery and printing, outside agencies and advertising ..... | 26.50       |
| Contingencies .....   | 46.18       |
| Taxes in Iowa .....   | 428.46      |
| Total.....  | \$ 1,886.64 |



## RECAPITULATION OF EXPENSES.

|  |    |          |
|--|----|----------|
| Maintenance of way and buildings .....   | \$ | 1,352.05 |
| Maintenance of motive power and cars .....   |    | 1,342.13 |
| Conducting transportation .....  |    | 2,743.39 |
| General expenses, including taxes .....  |    | 1,886.64 |
| Total operating expenses and taxes .....   | \$ | 7,324.21 |
| Operating expenses and taxes per mile of road, operated (5.93 miles) .....                       | \$ | 1,218.25 |
| Operating expenses and taxes per train mile run, for trains earning revenue (17,010 miles) ..... |    | .424     |
| Proportion of operating expenses and taxes for Iowa .....  |    | All.     |
| Expenses running and management of passenger trains...Trains all mixed.                          |    |          |
| Expenses of running and management of freight trains .....                                       |    | 2,743.39 |
| Expenses of running and management of freight trains, per train mile .....                       |    | .161     |
| Expenses of running and management of all trains earning revenue .....                           |    | 2,743.39 |
| Percentage of expenses to earnings .....   |    | .347     |

## GENERAL EXHIBIT.

|  |    |           |
|--|----|-----------|
| Total earnings .....   | \$ | 13,207.01 |
| Total expenses, including taxes .....                              |    | 7,224.21  |
| Net earnings .....   |    | 5,983.40  |
| Interest accruing during the year .....                            |    | 3,000.00  |
| Interest paid during the year .....                                |    | 3,000.00  |
| Interest paid during the year on account of the road in Iowa ..... |    | 3,000.00  |
| Interest on funded debt .....                                      |    | 3,000.00  |
| Interest paid on funded debt .....                                 |    | 3,000.00  |
| Dividends declared (3 per cent) .....                              |    | 2,700.00  |
| Balance for the year .....   |    | 2,983.40  |
| Balance at commencement of the year .....                          |    | 30.29     |
| Balance at the close of the year, June 30, 1887 .....              | \$ | 312.69    |

## GENERAL RECAPITULATION.

|  |    |           |
|--|----|-----------|
| Total earnings .....   | \$ | 13,207.01 |
| Total operating expenses and taxes .....                       |    | 7,224.21  |
| Net earnings above operating expenses and taxes .....          |    | 5,983.40  |
| Net earnings above operating expenses, taxes and rental .....  |    | 5,983.40  |
| Gross earnings per train mile run, 17,010 miles .....          | \$ | .771      |
| Net earnings per train mile run, 17,010 miles .....            |    | .347      |
| Percentage of net earnings to stock and debt .....             |    | .427      |
| Percentage of net earnings to cost of road and equipment ..... |    | .399      |
| Equipment leased and cost of road entered same as stock debt.  |    |           |

## TAXES.

## AMOUNT PAID FOR YEAR ENDING JUNE 30, 1887.

|               |    |        |
|---------------|----|--------|
| In Iowa ..... | \$ | 428.46 |
|---------------|----|--------|

## SURPLUS.

|   |    |        |
|---|----|--------|
| Surplus at the commencement of the year ..... | \$ | 30.29  |
| Surplus at the close of the year .....        |    | 313.69 |

## GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS, JUNE 30, 1887.

## DEBIT.

|  |    |            |
|--|----|------------|
| Property account .....                     | \$ | 140,000.00 |
| Accounts receivable and cash on hand ..... |    | 313.69     |
| Total .....                                | \$ | 140,313.69 |

## CREDIT.

|                     |    |            |
|---------------------|----|------------|
| Bond account .....  | \$ | 50,000.00  |
| Stock account ..... |    | 90,000.00  |
| Surplus .....       |    | 313.69     |
| Total .....         | \$ | 140,313.69 |

## DESCRIPTION OF ROAD.

|  |      |
|--|------|
| Length of main line of road from Colfax to Valeria, Iowa, miles .....    | 5.93 |
| Length of main line of road in Iowa .....                                | 5.93 |
| Total length of road belonging to this company .....                     | 5.93 |
| Total length of road belonging to this company in Iowa .....             | 5.93 |
| Aggregate length of sidings and other tracks not above enumerated .....  | .50  |
| Same in Iowa .....   | .50  |
| Total length of iron rails in tracks in Iowa, exclusive of sidings ..... | 6.43 |
| Weights per yard, iron, 56 pounds.                                       |      |
| Gauge of track, standard.  |      |

## ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

|   |      |
|---|------|
| Total miles of road operated by this company .....  | 5.93 |
| Total miles of road operated by this company in Iowa, not reported by any other company ..... | 5.93 |

## STATIONS.

|   |   |
|---|---|
| Number of stations on all roads owned by this company .....       | 1 |
| Same in Iowa .....  | 1 |
| Number of stations on all roads operated by this company .....    | 1 |
| Same in Iowa .....  | 1 |
| Number of telegraph offices in stations in Iowa (telephone) ..... | 2 |

## EMPLOYEES.

|   |             |
|---|-------------|
| Number of persons regularly employed on all roads operated by this company .....  | 7           |
| Same in Iowa .....  | 7           |
| Amount paid employees, including officials, on all roads operated by this company for the year ending June 30, 1887 ..... | \$ 4,427.05 |
| Same in Iowa .....  | 4,427.05    |

## BRIDGES IN IOWA.

|                               | No. | Aggregate Length: |
|-------------------------------|-----|-------------------|
| Wooden trestle and pile ..... | 9   | 8,112             |

## BOX CULVERTS IN IOWA.

|              |   |
|--------------|---|
| Timber ..... | 6 |
|--------------|---|



## CATTLE-GUARDS.

Number of in Iowa ..... 8

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

Amount of timber used in renewals of wooden bridges during the year  
(feet B. M.) ..... None.

## ROAD-BED AND TRACK.

Number of track sections in Iowa ..... 1  
Average length of section, miles ..... 5.90  
Average number of men in each section gang ..... 3

## CROSSINGS IN IOWA.

Number of highway crossings at grade ..... 1

## FENCING IN IOWA.

Give the number of miles needed on both sides of your track in each county  
In Iowa : .....  
In Jasper county ..... 10

## ROLLING STOCK.

|  | Leased. | Owned. | Total. |
|--|---------|--------|--------|
| Number passenger cars.....   | 1       | ....   | 1      |
| Number of platform and coal cars.....  | 3       | ....   | 3      |
| Total number of cars.....  | 4       | ....   | 4      |
| Number of locomotives.....   | 1       | ....   | 1      |
| Maximum weight of locomotives and tenders, tons, about.....  |         |        | 40     |
| Average weight of locomotives and tenders, tons.....   |         |        | 40     |
| Number of passenger cars equipped with train brake.....  |         |        | 1      |
| Amount of tonnage that can be carried over your road in Iowa exclusive of<br>cars, by an engine of given weight. Weight of engine, 30 tons; 250 ex-<br>clusive of rolling stock. |         |        |        |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

Total train mileage..... 17,810

## CARS AND WEIGHT OF TRAINS.

Average number of cars in passenger trains..... 1  
Average number of cars in freight trains ..... 9  
Average weight of freight trains, exclusive of freight, tons, about ..... 35

## PASSENGER TRAFFIC.

Number of local passengers carried..... 12,600  
Total number of passengers carried..... 12,600  
Total passenger mileage or passengers carried one mile..... 54,428  
Average distance traveled by each passenger, miles..... 4.8  
Average amount received from each passenger, cents ..... 15  
Highest rate of fare per mile for any distance, cents..... 24  
Lowest rate of fare per mile for any distance, cents..... 9 1/2  
Average rate of fare per mile for all passengers, cents ..... 9 1/2

## FREIGHT TRAFFIC.

Number of tons of local freight carried ..... 45,232  
Total tons of freight carried..... 45,232  
Total mileage of local freight (tons carried one mile)..... 180,928  
Total freight mileage, or tons carried one mile ..... 180,928  
Average rate per ton per mile received for local freight, cents ..... 6 1/2  
Average rate per ton per mile received for all freight, cents..... 6 1/2  
Average cost per ton per mile to move freight, cents..... .04  
Percentage of freight originating at, and carried to stations in Iowa, as com-  
pared with total freight carried in Iowa. (This should not include fuel  
or any material for the use of the road)..... 100

## CAR MILEAGE.

Number of miles run by loaded freight cars east and south..... 13,912  
Number of miles run by empty freight cars west and north..... 13,912  
Total freight car mileage..... 27,824

Percentage of empty freight cars hauled west and north to all freight cars  
hauled west and north ..... 100

## SPEED OF TRAINS IN IOWA.

Rate of speed of passenger trains, including stops ..... 8

## TONNAGE OF ARTICLES TRANSPORTED.

|                         | TONS.  | PER CENT. |
|-------------------------|--------|-----------|
| Coal.....               | 45,232 | 100       |
| Total tons carried..... | 45,232 | 100       |

## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|                         | TONS.  | PER CENT. |
|-------------------------|--------|-----------|
| Coal.....               | 45,232 | 100       |
| Total tons carried..... | 45,232 | 100       |

## ADDITIONAL QUESTIONS.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? Telephone, 6 miles.



## REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1887.

INJURED.

| DATE.            | NAME AND OCCUPATION.          | PLACE.                  | CAUSE OF ACCIDENT AND CHARACTER OF INJURY. |
|------------------|-------------------------------|-------------------------|--|
| 1887.<br>January | 26 A. E. Ellsworth, brakeman. | Black Heath, Minnesota. | Coupling cars; 2 fingers off.              |

## TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT.  | KILLED.     |            |         | INJURED.    |            |         |
|---------------------|-------------|------------|---------|-------------|------------|---------|
|                     | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Coupling cars ..... | ..          | ..         | ..      | ..          | ..         | 1       |
| Miscellaneous ..... | ..          | ..         | ..      | ..          | ..         | 1       |

## SUMMARY OF ACCIDENTS FOR IOWA.

Number of persons injured during the year ..... 1

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—J. S. Wylie, Davenport, Iowa.  
 Vice-President—D. Ryan, Newton, Iowa.  
 Secretary—Geo. A. Goodrich, Colfax, Iowa.  
 Treasurer—Geo. A. Goodrich, Colfax, Iowa.  
 General Superintendent—D. S. Couch, Colfax, Iowa.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

F. H. Griggs, Davenport, Iowa.  
 D. Ryan, Newton, Iowa.  
 J. S. Wylie, Davenport, Iowa.  
 D. S. Couch, Colfax, Iowa.  
 Geo. A. Goodrich, Colfax, Iowa.

Date of annual meeting of stockholders, second Tuesday in June.  
 Fiscal year of company ends June 1st.  
 General offices of the company are located at Colfax, Iowa.

STATE OF IOWA. } ss.  
 COUNTY OF SCOTT. }

I, J. S. Wylie, President of the Iowa Northern Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of his knowledge and belief.

(Signed)

J. S. WYLIE,

President.

[L. S. OF R. R.]

Subscribed and sworn to before me, by J. S. Wylie, this 12th day of July, A. D. 1887.

JACOB STRASSER,

Notary Public.

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 14th day of July,  
 A. D. 1887.

E. G. MORGAN, Secretary.



## REPORT

OF THE

## MINNEAPOLIS &amp; ST. LOUIS RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

## CAPITAL STOCK.

|   |                  |                 |
|---|------------------|-----------------|
| Amount authorized by articles of association.....                     | \$ 20,000,000.00 |                 |
| Amount authorized by vote of the company.....                         | 10,000,000.00    |                 |
| Number of shares issued, 97,697; amount paid in .....                 |                  | \$ 9,769,700.00 |
| Amount of common stock issued.....                                    | 5,769,700.00     |                 |
| Amount of preferred stock issued, and conditions of preferment .....  | 4,000,000.00     |                 |
| To receive dividends and 7 per cent before common stock receives any. |                  |                 |
| Total amount paid in, as per books of the company...                  |                  | \$ 9,769,700.00 |

|   |              |
|---|--------------|
| Total miles of road owned by company .....          | 368.5        |
| Amount of stock per mile of road .....              | \$ 26,512.08 |
| Amount of stock representing the road in Iowa ..... | 3,693,132.74 |
| Amount of stock held in Iowa.....                   | 15,600.00    |
| Total number of stockholders .....                  | 449          |
| Number of stockholders in Iowa .....                | 35           |

## DEBT.

Funded debt as follows:

|   |             |               |
|---|-------------|---------------|
| Southwestern Extension bonds, due 1918, rate of interest...       | 7 per cent. | \$ 636,000.00 |
| Amount of interest paid on same during the year .....             |             | \$ 44,520.00  |
| First mortgage bonds, due 1907, rate of interest.....             | 7 per cent. | 455,000.00    |
| Amount of interest paid on same during the year.....              |             | 31,850.00     |
| Pacific Extension bonds, due 1921, rate of interest .....         | 6 per cent. | 1,882,000.00  |
| Amount of interest paid on same during the year .....             |             | 82,920.00     |
| Minneapolis & Duluth bonds, due 1907, rate of interest.....       | 7 per cent. | 280,000.00    |
| Amount of interest paid on same during the year.....              |             | 19,600.00     |
| First mortgage bonds, due 1927, rate of interest.....             | 7 per cent. | 950,000.00    |
| Amount of interest paid on same during the year .....             |             | 66,500.00     |
| Iowa Extension bonds, due 1909, rate of interest.....             | 7 per cent. | 1,015,000.00  |
| Amount of interest paid on same during the year .....             |             | 71,050.00     |
| Real estate bonds, due 1901, rate of interest.....                | 6 per cent. | 100,000.00    |
| Amount of interest paid on same during the year .....             |             | 6,000.00      |
| Income bonds, due 1890, rate of interest.....                     | 7 per cent. | 500,000.00    |
| Amount of interest paid on same during the year .....             |             | 35,000.00     |
| Improvement and equipment bonds, due 1922, rate of interest ..... | 6 per cent. | 2,000,000.00  |
| Amount of interest paid on same during the year .....             |             | 120,000.00    |

|   |                 |
|---|-----------------|
| Total amount of funded debt .....                             | \$ 7,318,000.00 |
| Total amount of floating debt, less cash and cash assets..... | 1,731,388.88    |
| Total amount of debt liabilities.....                         | \$ 9,049,388.88 |

|   |               |
|---|---------------|
| Amount of debt per mile of road (368.5 miles).....          | \$ 24,557.36  |
| Amount of debt representing the road in Iowa .....          | 3,420,840.25  |
| Total amount of stock and debt .....                        | 18,819,088.88 |
| Amount of stock and debt per mile of road.....              | 51,069.44     |
| Amount of interest paid representing the road in Iowa ..... | 200,058.01    |

## COST OF ROAD AND EQUIPMENT.

|  |                  |
|--|------------------|
| Total expended for construction.....               | \$ 16,207,303.82 |
| Average cost of construction per mile of road..... | \$ 43,981.83     |
| Proportion of cost of construction for Iowa.....   | 6,126,668.92     |

## COST OF EQUIPMENT.

|   |                  |
|---|------------------|
| Locomotives .....   | \$ 707,158.21    |
| Snow-plows on wheels .....  | 2,004.85         |
| Passenger, mail, baggage and express cars.....                                  | 1,338,618.48     |
| Parlor, dining and sleeping-cars .....  |                  |
| Freight and other cars .....  |                  |
| Wrecking-cars, pile-drivers and tools.....                                      | 7,381.37         |
| Total for equipment .....   | \$ 2,055,162.91  |
| Average cost of equipment per mile of road owned by company (368.5 miles) ..... | 5,577.10         |
| Proportion of cost of equipment for Iowa .....                                  | 776,890.59       |
| Total cost of road and equipment .....  | \$ 18,262,466.73 |
| Average cost of road and equipment per mile (368.5 miles).....                  | \$ 49,558.93     |
| Proportion of cost of road and equipment for Iowa.....                          | 6,903,558.95     |
| Average cost of road and equipment per mile in Iowa (139.3 miles).....          | 49,558.93        |



## PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|   |    |           |
|---|----|-----------|
| Bridging and masonry .....  | \$ | 3,376.63  |
| Superstructure, including rails .....                               |    | 9,028.34  |
| Land, land damages and fences .....                                 |    | 341.50    |
| Passenger and freight stations, coal sheds and water stations ..... |    | 8,591.12  |
| Machine shops, including machinery and tools .....                  |    | 5,764.60  |
| Telegraph line .....  |    | 1,518.17  |
| Purchase of other roads (specifying same) and all particulars :     |    |           |
| Stock issued for road in Iowa .....                                 |    | 1,300.00  |
| Total for construction .....  | \$ | 29,820.76 |

## EQUIPMENT.

|   |         |              |
|---|---------|--------------|
|   | Number. |              |
| Passenger, mail, baggage and express cars .....       | 1       | 1,469.00     |
| Wrecking cars, pile-drivers and tools .....           | 1       | 927.75       |
| Total expenditures charged to property accounts ..... |         | \$ 32,148.53 |

Property sold (or reduced in valuation on the books) and credited property accounts during the year (specifying the same) :

|   |    |              |
|---|----|--------------|
| Land sold at Excelsior .....                        | \$ | 1,900.00     |
| Net addition to property account for the year ..... |    | \$ 30,248.53 |

## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                       | THROUGH. | LOCAL. | TOTAL.        |
|-----------------------|----------|--------|---------------|
| July, 1886 .....      |          |        | \$ 35,972.29  |
| August, 1886 .....    |          |        | 31,564.29     |
| September, 1886 ..... |          |        | 35,894.87     |
| October, 1886 .....   |          |        | 25,568.23     |
| November, 1886 .....  |          |        | 21,717.05     |
| December, 1886 .....  |          |        | 19,685.53     |
| January, 1887 .....   |          |        | 18,226.69     |
| February, 1887 .....  |          |        | 14,377.47     |
| March, 1887 .....     |          |        | 21,925.51     |
| April, 1887 .....     |          |        | 23,675.83     |
| May, 1887 .....       |          |        | 26,363.07     |
| June, 1887 .....      |          |        | 32,104.44     |
| Totals .....          |          |        | \$ 306,956.44 |

## FROM TRANSPORTATION OF FREIGHT.

|                       | THROUGH. | LOCAL. | TOTAL.          |
|-----------------------|----------|--------|-----------------|
| July, 1886 .....      |          |        | \$ 76,931.19    |
| August, 1886 .....    |          |        | 89,578.24       |
| September, 1886 ..... |          |        | 112,937.74      |
| October, 1886 .....   |          |        | 119,187.27      |
| November, 1886 .....  |          |        | 133,773.74      |
| December, 1886 .....  |          |        | 123,220.73      |
| January, 1887 .....   |          |        | 93,662.82       |
| February, 1887 .....  |          |        | 83,138.68       |
| March, 1887 .....     |          |        | 135,623.78      |
| April, 1887 .....     |          |        | 84,868.73       |
| May, 1887 .....       |          |        | 85,837.43       |
| June, 1887 .....      |          |        | 74,417.18       |
| Totals .....          |          |        | \$ 1,213,177.53 |

## MONTHLY EARNINGS—FROM ALL OTHER SOURCES.

|                       | MAILS.       | EXPRESS.<br>AND EXTRA<br>BAGGAGE. | MISCELLA-<br>NEOUS. | TOTAL.       |
|-----------------------|--------------|-----------------------------------|---------------------|--------------|
| July, 1886 .....      | \$ 2,322.35  | \$ 1,827.47                       | \$ 1,340.95         | \$ 5,490.77  |
| August, 1886 .....    | 2,332.36     | 1,950.00                          | 1,456.22            | 5,738.58     |
| September, 1886 ..... | 1,703.59     | 1,950.00                          | 2,198.47            | 5,852.06     |
| October, 1886 .....   | 2,372.57     | 1,950.00                          | 1,832.64            | 6,155.21     |
| November, 1886 .....  | 2,368.35     | 1,950.00                          | 2,044.55            | 6,362.90     |
| December, 1886 .....  | 2,339.15     | 1,950.00                          | 1,988.98            | 6,278.03     |
| January, 1887 .....   | 2,354.35     | 1,950.00                          | 1,651.14            | 5,955.49     |
| February, 1887 .....  | 2,354.36     | 1,950.00                          | 1,615.18            | 5,919.54     |
| March, 1887 .....     | 2,205.12     | 1,950.00                          | 386.52              | 4,521.64     |
| April, 1887 .....     | 2,357.35     | 1,950.00                          | 699.64              | 5,006.99     |
| May, 1887 .....       | 2,357.36     | 2,132.00                          | 2,047.60            | 6,536.96     |
| June, 1887 .....      | 2,539.86     | 2,098.36                          | 2,299.17            | 6,937.39     |
| Totals .....          | \$ 27,606.57 | \$ 23,607.83                      | \$ 19,470.96        | \$ 70,685.36 |



## ANALYSIS OF EARNINGS.

|   |            |              |
|---|------------|--------------|
| Earnings, passenger:  |            |              |
| From all passengers.....  | \$         | 365,805.44   |
| From express and baggage.....   |            | 23,097.53    |
| From mails.....   |            | 27,006.57    |
| From other sources, passenger department.....   |            | 4,068.31     |
| Total earnings, passenger department.....   | \$         | 369,767.15   |
| Earnings per train mile run, 455,224 miles, cents.....                                | 79.70      |              |
| Earnings, freight:  |            |              |
| From freight.....   | \$         | 1,212,177.53 |
| From other sources, freight department.....   |            | 11,288.65    |
| Total earnings freight department.....  | \$         | 1,224,466.18 |
| Earnings per train mile run, 770,056 miles.....                                       | \$         | 1.57         |
| Earnings per train mile run, from all trains earning revenue,<br>1,225,280 miles..... | 1.2954     |              |
| Proportion of earnings for Iowa.....  | \$         | 242,352.53   |
| Rents received for use of road.....   |            | 81,625.11    |
| Earnings from all other sources.....  |            | 3,086.00     |
| Total earnings from all sources.....  | \$         | 1,652,444.44 |
| Earnings per mile of road operated, 365.5 miles.....                                  | 4,521.02   |              |
| Proportion of earnings for Iowa.....  | 242,352.53 |              |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES.)

|   |    |            |
|---|----|------------|
| Repairs of road-bed and track.....                            | \$ | 150,120.27 |
| Renewal of rails (No tons laid, steel, 19,476.....)           |    | 17,912.40  |
| Renewal of ties (No. laid, 133,438).....                      |    | 47,057.60  |
| Repairs of bridges, including culverts and cattle-guards..... |    | 23,913.79  |
| Repairs of fences, road-crossings and signs.....              |    | 11,806.43  |
| Repairs of buildings, stations and water-tanks.....           |    | 82,793.22  |
| Total.....  | \$ | 283,603.11 |

## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                |    |            |
|--------------------------------|----|------------|
| Repairs of locomotives.....    | \$ | 68,121.89  |
| Repairs of passenger cars..... |    | 21,347.11  |
| Repairs of freight cars.....   |    | 74,495.40  |
| Total.....                     | \$ | 163,974.40 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|   |    |            |
|---|----|------------|
| Fuel for locomotives.....                           | \$ | 93,715.20  |
| Water supply.....                                   |    | 8,900.99   |
| Oil and waste.....                                  |    | 8,947.39   |
| Locomotive service.....                             |    | 118,097.93 |
| Passenger train service.....                        |    | 21,336.41  |
| Passenger train supplies.....                       |    | 4,443.87   |
| Mileage of passenger cars (debit balance).....      |    | 13,768.79  |
| Freight train service.....                          |    | 61,133.29  |
| Freight train supplies.....                         |    | 2,810.20   |
| Mileage of freight cars (credit balance).....       |    | 5,064.54   |
| Telegraph expenses (maintenance and operating)..... |    | 28,109.87  |
| Damage and loss of freight and baggage.....         |    | 1,383.96   |
| Damages to property and cattle.....                 |    | 3,450.17   |
| Personal injuries.....                              |    | 4,676.38   |
| Agents and station service.....                     |    | 109,792.01 |
| Station supplies.....                               |    | 5,734.38   |
| Total.....  | \$ | 478,255.30 |

## CLASS 4.—GENERAL EXPENSES.

|  |    |            |
|--|----|------------|
| Salaries of general officers and clerks.....                   | \$ | 50,915.68  |
| Legal expenses.....  |    | 10,802.36  |
| Insurance.....   |    | 4,480.92   |
| Stationery and printing, outside agencies and advertising..... |    | 36,671.04  |
| Contingencies.....   |    | 3,224.24   |
| Taxes in Iowa.....   | \$ | 12,172.99  |
| Taxes in other States.....                                     |    | 40,237.59  |
| Total taxes.....   |    | 52,410.58  |
| Total.....   | \$ | 158,504.82 |

## RECAPITULATION OF EXPENSES.

|  |       |              |
|--|-------|--------------|
| Maintenance of way and buildings.....  | \$    | 283,603.11   |
| Maintenance of motive power and cars.....  |       | 163,870.43   |
| Conducting transportation.....   |       | 478,255.30   |
| General expenses, including taxes.....   |       | 158,504.82   |
| Total operating expenses and taxes.....  | \$    | 1,084,233.66 |
| Operating expenses and taxes per mile of road operated<br>(365.05 miles).....                                | \$    | 2,966.44     |
| Operating expenses and taxes per train mile run, for trains<br>earning revenue (1,225,280 miles), cents..... | 88.45 |              |
| Proportion of operating expenses and taxes for Iowa.....   | \$    | 223,257.28   |
| Percentage of expenses and taxes to earnings.....  | 65.64 |              |



## GENERAL EXHIBIT.

|   |                 |
|---|-----------------|
| Total earnings.....   | \$ 1,652,444.44 |
| Total expenses, including taxes .....                             | 1,081,233.68    |
| Net earnings .....  | 568,210.76      |
| Rentals, specifying amount paid to each company :                 |                 |
| Northern Pacific.....   | \$ 11,202.14    |
| St. Paul & Northern Pacific.....                                  | 47,557.04       |
| Des Moines & Ft. Dodge .....                                      | 2,400.00        |
| Total .....   | 61,159.18       |
| *Interest accruing during the year.....                           | 829,227.40      |
| *Interest paid during the year .....                              | 829,227.40      |
| Interest paid during the year on account of the road in Iowa..... | 200,058.91      |
| Interest on funded debt.....                                      | 658,666.78      |
| Interest paid on funded debt .....                                | 658,666.78      |
| +Interest on floating debt.....                                   | 29,839.39       |
| +Interest paid on floating debt.....                              | 29,839.39       |
| Balance for the year, deficit .....                               | 22,175.90       |
| Balance at commencement of the year, deficit.....                 | 829,449.30      |
| Balance at the close of the year, June 30, 1887, deficit.....     | \$ 551,823.15   |

## GENERAL RECAPITULATION.

|   |                 |
|---|-----------------|
| Total earnings.....   | \$ 1,652,444.44 |
| Total operating expenses and taxes .....                      | 1,561,233.68    |
| Net earnings above operating expenses and taxes.....          | 568,210.76      |
| Net earnings above operating expenses, taxes and rentals..... | 507,061.60      |
| Gross earnings per train mile run (1,225,280 miles).....      | \$ 1.3496       |
| Net earnings per train mile run (1,225,280 miles).....        | .4183           |
| Percentage of net earnings to stock and debt.....             | 2.69            |
| Percentage of net earnings to cost of road and equipment..... | 2.78            |

## TAXES.

## AMOUNT PAID FOR YEAR ENDING JUNE 30, 1887.

|                      |              |
|----------------------|--------------|
| In Iowa.....         | \$ 12,172.99 |
| In other States..... | 40,237.59    |
|                      | \$ 52,410.58 |

## GENERAL BALANCE SHEET, AT THE CLOSING OF ACCOUNTS, JUNE 30, 1887.

## DEBIT.

|  |                  |
|--|------------------|
| Cost of road and equipment .....                       | \$ 19,262,468.73 |
| Stock and bonds of other corporations.....             | 71,000.00        |
| Material and fuel.....                                 | 94,125.88        |
| Cash .....   | 3,645.10         |
| Balance due from agents, railroad companies, etc ..... | 266,038.25       |
| Income account deficit.....                            | 551,622.15       |
| Total .....  | \$ 19,248,968.11 |

\*Difference between amount due to and from the company.  
 †Balance received over amount paid by the company.

## CREDIT.

|                     |                  |
|---------------------|------------------|
| Capital stock.....  | \$ 9,769,700.00  |
| Funded debt .....   | 7,313,000.00     |
| Floating debt ..... | 2,166,268.11     |
| Total.....          | \$ 19,248,968.11 |

## DESCRIPTION OF ROAD.

|  |       |
|--|-------|
| Length main line of road from Minneapolis to Angus.....                    | 260.6 |
| Length main line of road in Iowa.....                                      | 138.1 |
| Length main line of road in Minnesota.....                                 | 122.5 |
| Length of double track on main line .....                                  | 5     |
| Branches owned by this company :   |       |
| Kalo Junction to Kato, Iowa .....  | 1.2   |
| Hopkins to Morton.....   | 91.7  |
| Lake Park Junction to Lake Park.....                                       | 1.5   |
| East Minneapolis to White Bear (Leased to St. Paul & Dakota Railroad)..... | 13.5  |
| Total length of branches owned by this company.....                        | 107.9 |
| Total length of branches owned by this company in Iowa.....                | 1.2   |
| Total length of branches owned by this company in Minnesota.....           | 106.7 |
| Total length of road belonging to this company.....                        | 368.5 |
| Total length of road belonging to this company in Iowa.....                | 139.3 |
| Aggregate length of sidings and other tracks not above enumerated.....     | 80.48 |
| Same in Iowa.....  | 10.87 |
| Total length of steel rails in tracks in Iowa, exclusive of sidings.....   | 44.6  |
| Total length of iron rails in tracks in Iowa, exclusive of sidings.....    | 94.7  |
| Weights per yard, steel, 80 pounds ; 55 pounds ; 56 and 60 pounds.         |       |
| Weights per yard, iron, 50 pounds.   |       |
| Gauge of track, 4 feet 8½ inches.  |       |

## ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT

|   |       |
|---|-------|
| Name, description and length of each :  |       |
| St. Paul to Minneapolis ; St. Paul & Northern Pacific Railway Company.....                  | 10.5  |
| Total length of above road .....  | 10.5  |
| Total length of above roads in Minnesota .....  | 10.5  |
| Total miles of road operated by this company .....  | 365.5 |
| Total miles of road operated by this company in Iowa not reported by any other company..... | 139.3 |

## STATIONS.

|   |    |
|---|----|
| Number of stations on all roads owned by this company.....    | 69 |
| Same in Iowa.....   | 28 |
| Number of stations on all roads operated by this company..... | 69 |
| Same in Iowa.....   | 28 |
| Number of telegraph offices in stations in Iowa.....          | 16 |

## EMPLOYES.

|  |               |
|--|---------------|
| Number of persons regularly employed on all roads operated by this company. (Includes employees on W. M. & P. R'y.....   | 1,664         |
| Same in Iowa, approximate.....   | 208           |
| Amount paid employees, including officials, on all roads operated by this company for the year ending June 30, 1887. Includes employees on W. M. & P. R'y..... | \$ 827,624.59 |
| Same in Iowa, approximate.....   | 103,453.00    |



## BRIDGES IN IOWA.

|  | No. | Aggregate Length. |
|--|-----|-------------------|
| Wooden truss bridges over 100 feet in length.....      | 1   | 102               |
| Combination truss bridges over 100 feet in length..... | 3   | 360               |
| Wooden trestle and pile.....                           | 168 | 4,394             |

## BOX CULVERTS IN IOWA.

|             |     |
|-------------|-----|
| Timber..... | 176 |
| Stone.....  | 205 |

## CATTLE-GUARDS.

|  |     |     |
|--|-----|-----|
| Number of in Iowa.....   | 102 | 618 |
| Give the average number of years the trestle and pile bridges last on your road in Iowa..... | 8   | 8   |
| Give the average number of years that wooden truss bridges last on your road in Iowa.....    | 8   | 8   |

## ROAD-BED AND TRACK.

|   |        |
|---|--------|
| Number of track sections in Iowa.....   | 27     |
| Average length of sections, miles.....  | 8.2    |
| Average number of men in each section gang.....   | 4      |
| Number of new ties laid in track during the year in Iowa.....                                     | 81,278 |
| Average number of new ties per mile of road.....  | 442    |
| New rails laid in track during the year in Iowa—steel (877.6 tons), miles.....                    | 9.7    |
| Total track laid with new rails during the year in Iowa, miles.....                               | 9.7    |
| What is the average number of years that iron rails last in your track on main line in Iowa.....  | 6      |
| What is the average number of years that iron rails last in your track on branches in Iowa.....   | 10     |
| What is the average number of years that steel rails last in your track on main line in Iowa..... | 8      |
| What is the average number of years that steel rails last in your track on branches in Iowa.....  | 18     |
| What is the average number of years that ties last on your track in Iowa?                         |        |
| Pine, years.....  | 4.5    |
| Oak, years.....   | 7.8    |

## CROSSINGS IN IOWA.

|   |     |
|---|-----|
| What railroad crosses your road at grade, and at what locality?             |     |
| Chicago, Milwaukee & St. Paul, at Britt.                                    |     |
| Chicago & Northwestern, at Luverne and Ogden.                               |     |
| Burlington, Cedar Rapids & Northern, at Livermore.                          |     |
| What railroads cross your road, either over or under, and at what locality? |     |
| Chicago & Northwestern, at Humboldt, over.                                  |     |
| Chicago & Northwestern, at Dayton, under.                                   |     |
| Illinois Central, at Ft. Dodge, over.                                       |     |
| Number of highway crossings at grade.....                                   | 104 |

## FENCING IN IOWA.

|  |           |
|--|-----------|
| How many miles of fencing have you on your road in Iowa.....               | 38.70     |
| What is the average cost per rod.....                                      | .85       |
| What is the total cost of same.....  | 10,526.40 |
| How many miles of new fencing have you built during the year.....          | 66        |
| Give the number of miles needed on both sides of your track in each county |           |
| in Iowa.....   | 100.8     |
| in Winnebago county.....   | 15.1      |
| in Hancock county.....   | 24.1      |
| in Kossuth county.....   | 7         |
| in Humboldt county.....  | 13.1      |
| in Webster county.....   | 19.5      |
| in Boone county.....   | 22        |

## ROLLING STOCK.

|   | Owued. | Total. |
|---|--------|--------|
| Number of passenger cars.....   | 25     | 26     |
| Number of baggage, mail and express cars.....   | 6      | 6      |
| Number of box freight cars.....   | 1,257  | 1,257  |
| Number of stock cars.....   | 56     | 56     |
| Number of platform and coal cars.....   | 667    | 667    |
| Number of other cars—caboose, 38; business, 1.....  | 39     | 39     |
| Total number of cars.....   | 2,050  | 2,050  |
| Number of locomotives.....  |        | 67     |
| Maximum weight of locomotives and tenders, tons.....  |        | 62     |
| Average weight of locomotives and tenders, tons.....  |        | 50     |
| Number of locomotives equipped with train brake.....  |        | 23     |
| Maximum weight of passenger cars, tons.....   |        | 23½    |
| Average weight of passenger cars, tons.....   |        | 22½    |
| Number of passenger cars equipped with train brake.....   |        | 32     |
| Number of passenger cars equipped with Miller platform and buffer.....  |        | 32     |
| The amount of tonnage that can be carried over your road in Iowa exclusive of cars, by an engine of given weight. Weight of engine, 39 tons.. |        | 270    |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |           |
|--|-----------|
| Miles run by passenger trains during the year:               |           |
| Minnesota.....   | 364,257   |
| Iowa.....  | 88,967    |
| Miles run by freight and mixed trains during the year:       |           |
| Minnesota.....   | 603,296   |
| Iowa.....  | 166,760   |
| Miles run by construction and repair trains during the year: |           |
| Minnesota.....   | 12,458    |
| Iowa.....  | 5,436     |
| Total train mileage.....                                     | 1,243,874 |

## CARS AND WEIGHT OF TRAINS.

|  |         |
|--|---------|
| Average number of cars in passenger trains.....                  | 3       |
| Average weight of passenger trains, exclusive of passengers..... | 135,000 |
| Average number of cars in freight trains.....                    | 11      |
| Average weight of freight trains, exclusive of freight.....      | 226,000 |



## PASSENGER TRAFFIC.

|   |            |
|---|------------|
| Total number of passengers carried .....                      | 873,972    |
| Total passenger mileage or passengers carried one mile .....  | 13,463,661 |
| Average distance traveled by each passenger, miles .....      | 36         |
| Average amount received from each passenger, cents .....      | 82.08      |
| Highest rate of fare per mile for any distance, cents .....   | 4          |
| Lowest rate of fare per mile for any distance, cents .....    | 1          |
| Average rate of fare per mile for all passengers, cents ..... | 2.28       |

## FREIGHT TRAFFIC.

|  |             |
|--|-------------|
| Total tons of freight carried .....  | 1,642,671   |
| Total freight mileage, or tons carried one mile .....  | 160,770,623 |
| Average rate per ton per mile received for all freight, cents .....  | 1.2         |
| Percentage of freight originating at and carried to stations in Iowa, as compared with total freight carried in Iowa. (This should not include fuel or any material for the use of the road) ..... | 17          |

## CAR MILEAGE.

|  |            |
|--|------------|
| Number of miles run by loaded freight cars east and south .....  | 3,619,642  |
| Number of miles run by loaded freight cars west and north .....  | 6,392,368  |
| Number of miles run by empty freight cars east and south .....   | 2,701,389  |
| Number of miles run by empty freight cars west and north .....   | 1,637,961  |
| Total freight car mileage .....  | 12,681,360 |
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south ..... | 42.74      |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north ..... | 16.20      |

## SPEED OF TRAINS IN IOWA.

|  |    |
|--|----|
| Rate of speed of passenger trains, including stops ..... | 20 |
| Rate of speed of freight trains, including stops .....   | 12 |

## TONNAGE OF ARTICLES TRANSPORTED

|  | TONS.     | PER CENT. |
|--|-----------|-----------|
| Grain .....  | 230,743   | 22.13     |
| Flour .....  | 114,263   | 10.56     |
| Provisions (beef, pork, lard, etc.,) .....                   | 9,005     | .86       |
| Animals .....  | 18,117    | 1.74      |
| Other agricultural products .....                            | 35,625    | 3.42      |
| Lumber and forest products .....                             | 198,810   | 19.07     |
| Coal .....   | 178,156   | 17.09     |
| Plaster, lime and cement .....                               | 21,013    | 2.01      |
| Salt .....   | 4,858     | .46       |
| Petroleum and oil .....                                      | 4,742     | .45       |
| Iron, steel and castings .....                               | 43,282    | 4.15      |
| Stone and brick .....  | 58,565    | 5.63      |
| Manufactures—articles shipped from point of production ..... | 27,816    | 2.67      |
| Merchandise, and other articles not enumerated above .....   | 97,707    | 9.37      |
| Total tons carried .....                                     | 1,642,671 | 100       |

## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|  | TONS.   | PER CENT. |
|--|---------|-----------|
| Grain .....  | 11,696  | 5.61      |
| Flour .....  | 5,963   | 2.86      |
| Provisions (beef, pork, lard, etc.,) .....                   | 709     | .34       |
| Animals .....  | 6,360   | 3.05      |
| Other agricultural products .....                            | 5,047   | 2.42      |
| Lumber and forest products .....                             | 59,191  | 28.39     |
| Coal .....   | 96,112  | 46.10     |
| Plaster, lime, cement .....                                  | 10,550  | 5.08      |
| Salt .....   | 250     | .12       |
| Petroleum and oil .....                                      | .....   | .....     |
| Iron, steel and castings .....                               | 313     | .15       |
| Stone and brick .....  | 1,460   | .7        |
| Manufactures—articles shipped from point of production ..... | 1,314   | .63       |
| Merchandise and other articles not enumerated above .....    | 9,569   | 4.57      |
| Total tons carried .....                                     | 208,534 | 100       |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freight at the depot, or at the office of such express company? United States Express Company. They pay this company on a per diem basis. They do a regular express, freight and money order business, and handle their own freight.

## UNITED STATES MAILS IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$92.34 per mile per annum, on terms prescribed by the U. S. Post-office Department.

What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$70.80.

## TELEGRAPH.

What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? Western Union, 138.10.



## REPORT OF ACCIDENTS FOR IOWA, DURING THE YEAR ENDING JUNE 30, 1887.

## KILLED.

| DATE.                 | NAME AND OCCUPATION.  | PLACE.    | CAUSE OF ACCIDENT AND CHARACTER OF INJURY. |
|-----------------------|-----------------------|-----------|--|
| 1886.<br>September 3  | H. Williams, unknown. | Corwith   | Stealing a ride; fall between cars.        |
| 1886.<br>September 24 | R. Kelly, brakeman    | Livermore | Coupling cars; thumb jammed.               |

## INJURED.

## TABULAR STATEMENT OF ACCIDENTS.

| CAUSES OF ACCIDENT.               | KILLED.     |            |         | INJURED.    |            |         |
|-----------------------------------|-------------|------------|---------|-------------|------------|---------|
|                                   | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Collisions.....                   | .....       | .....      | .....   | .....       | 1          | .....   |
| Coupling cars.....                | .....       | .....      | .....   | .....       | .....      | .....   |
| Falling from trains.....          | .....       | .....      | .....   | .....       | .....      | .....   |
| Getting on and off of trains..... | .....       | .....      | .....   | .....       | .....      | .....   |
| Highway crossings.....            | .....       | .....      | .....   | .....       | .....      | .....   |
| Miscellaneous.....                | .....       | .....      | 1       | .....       | .....      | .....   |
| Stealing rides.....               | .....       | .....      | .....   | .....       | .....      | .....   |
| Trespassers on track.....         | .....       | .....      | .....   | .....       | .....      | .....   |
| Total.....                        | .....       | .....      | 1       | .....       | 1          | .....   |

## SUMMARY OF ACCIDENTS FOR IOWA.

|  |       |
|--|-------|
| Number of persons killed during the year.....                          | 1     |
| Number of persons injured during the year.....                         | 1     |
| Number of casualties purely accidental during the entire year.....     | ..... |
| Number resulting from lack of caution, carelessness or misconduct..... | 2     |
| Number of tramps or others stealing rides killed or injured.....       | 1     |

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—R. R. Cable, Chicago.  
*Vice-President*—W. H. Truesdale, Minneapolis.  
*Secretary*—Joseph Gaskell, Minneapolis.  
*Treasurer*—Joseph Gaskell, Minneapolis.  
*Superintendent*—T. E. Clarke, Minneapolis.  
*Assistant Superintendent*—H. S. Holm, Minneapolis.  
*Superintendent of Telegraph*—W. F. Fox, Minneapolis.  
*Auditor*—T. J. Hyman, Minneapolis.  
*General Passenger Agent*—S. F. Boyd, Minneapolis.  
*General Freight Agent*—L. F. Kimball, Minneapolis.  
*General Solicitor*—J. D. Springer, Minneapolis.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

R. R. Cable, Chicago.  
 H. H. Porter, Chicago.  
 A. Kimball, Chicago.  
 T. F. Withrow, Chicago.  
 David Dows, New York.  
 H. R. Bishop, New York.  
 W. D. Washburn, Minneapolis.  
 J. D. Springer, Minneapolis.  
 W. H. Truesdale, Minneapolis.

Date of annual meeting of stockholders, first Tuesday in October.

Fiscal year of Company ends December 31.

General offices of the Company are located at Minneapolis.



STATE OF MINNESOTA. } ss.  
COUNTY OF HENNEPIN. }

W. H. Truesdale, Vice-President, and T. J. Hyman, Auditor of the Minneapolis & St. Louis Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of their knowledge and belief.

(Signed,)

W. H. TRUESDALE.  
T. J. HYMAN.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 12th day of September, A. D. 1887.

W. NEAL DONALDSON,  
Notary Public, Hennepin county, Minn.

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 14th day of September, A. D. 1887.

E. G. MORGAN, Secretary.

## REPORT

OF THE

## OTTUMWA & KIRKVILLE RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

### CAPITAL STOCK.

|   |               |               |
|---|---------------|---------------|
| Amount authorized by articles of association .....      | \$ 500,000.00 |               |
| Amount authorized by vote of the company .....          | 150,000.00    |               |
| Number of shares issued, 1,500; amount paid in .....    |               | \$ 150,000.00 |
| Amount of common stock issued .....                     |               | 150,000.00    |
| Total amount paid in, as per books of the company ..... |               | \$ 150,000.00 |
| *Total miles of road owned by company .....             | 3.33          |               |
| Amount of stock per mile of road .....                  | 45,004.50     |               |
| Amount of stock representing the road in Iowa .....     | 150,000.00    |               |
| Amount of stock held in Iowa .....                      | 500.00        |               |
| Total number of stockholders .....                      | 6             |               |
| Number of stockholders in Iowa .....                    | 5             |               |

### DEBT.

Funded debt as follows:

|   |              |
|---|--------------|
| Bonds due, rate of interest 6 per cent .....          | \$ 97,000.00 |
| Amount of interest paid on same during the year ..... | 5,220.00     |
| Total amount of funded debt .....                     | \$ 97,000.00 |

Floating debt:

|   |               |
|---|---------------|
| Total amount of floating debt for property bought ..... | 8,125.68      |
| Total amount of debt liabilities .....                  | \$ 105,125.68 |

|   |              |
|---|--------------|
| Amount of debt per mile of road .....                       | \$ 31,540.85 |
| Amount of debt representing the road in Iowa .....          | 105,125.68   |
| Total amount of stock and debt .....                        | 255,125.68   |
| Amount of stock and debt per mile of road .....             | \$ 76,545.31 |
| Amount of interest paid representing the road in Iowa ..... | 5,220.00     |

\*This amount of stock covers also investment in coal lands.



## COST OF ROAD AND EQUIPMENT.

## CONSTRUCTION OF ROAD AND BRANCHES—(NOT REPORTED SEPARATELY.)

|   |               |
|---|---------------|
| Grading .....   | \$ 11,240.55  |
| Bridging and masonry .....  | 3,323.25      |
| Superstructure, including rails .....                                       | 38,234.55     |
| Land, land damages and fences .....   | 5,744.88      |
| Passenger and freight stations, coal sheds and water stations .....         | 1,711.01      |
| Engine houses, car sheds and turn-tables .....                              | 832.17        |
| Machine shops, including machinery and tools .....                          | 710.30        |
| Interest paid during construction, discounts, etc. ....                     | 5,748.35      |
| Engineering, agencies, salaries and other expenses during construction .... | 4,755.06      |
| *All other items charged to construction not enumerated above .....         | 806,547.01    |
| *Total expended for construction .....                                      | \$ 376,142.17 |

Average cost of construction per mile of road (3.333 miles) ....

Proportion of cost of construction for Iowa .....

## COST OF EQUIPMENT.

|  |               |
|--|---------------|
| Locomotives .....  | \$ 6,873.82   |
| Passenger, mail, baggage and express cars .....                            | 4,479.25      |
| Total for Equipment .....  | \$ 11,353.07  |
| Proportion of cost of equipment for Iowa .....                             | 11,353.07     |
| Total cost of road and equipment .....                                     | \$ 387,501.24 |
| Proportion of cost of road and equipment for Iowa .....                    | All.          |
| Average cost of road and equipment per mile in Iowa .....                  | 3,406.25      |
| Actual present cash value of road and equipment .....                      | 24,386.81     |
| Actual cash value of all other property owned, with schedule of same ..... | 25,000.00     |

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|  |             |
|--|-------------|
| Land, land damages and fences .....                  | 4,525.68    |
| Kirkville supply company, stock bought .....         | 3,600.00    |
| Mine equipment .....                                 | \$ 1,287.30 |
| Total expenditures charged to property account ..... | 9,412.98    |
| Net addition to property account for the year .....  | 9,412.98    |

\*Investments in coal lands and property which is taxed locally and, hence forms no part of the construction account proper.

## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                       | THROUGH. | LOCAL.      | TOTAL. |
|-----------------------|----------|-------------|--------|
| July, 1886 .....      |          | \$ 210.15   |        |
| August, 1886 .....    |          | 305.25      |        |
| September, 1886 ..... |          | 352.55      |        |
| October, 1886 .....   |          | 275.30      |        |
| November, 1886 .....  |          | 290.80      |        |
| December, 1886 .....  |          | 373.40      |        |
| January, 1887 .....   |          | 266.30      |        |
| February, 1887 .....  |          | 229.25      |        |
| March, 1887 .....     |          | 320.90      |        |
| April, 1887 .....     |          | 290.32      |        |
| May, 1887 .....       |          | 248.41      |        |
| June, 1887 .....      |          | 197.79      |        |
| Totals .....          |          | \$ 3,360.40 |        |

## FROM TRANSPORTATION OF FREIGHT.

|                       | THROUGH.  | LOCAL.       | TOTAL.    |
|-----------------------|-----------|--------------|-----------|
| July, 1886 .....      | \$ 42.66  | \$ 1,379.55  | 1,422.21  |
| August, 1886 .....    | 55.07     | 1,675.25     | 1,730.32  |
| September, 1886 ..... | 79.00     | 2,264.73     | 2,343.73  |
| October, 1886 .....   | 34.72     | 2,143.97     | 2,178.69  |
| November, 1886 .....  | 74.21     | 2,347.55     | 2,421.76  |
| December, 1886 .....  | 77.05     | 2,550.66     | 2,627.71  |
| January, 1887 .....   | 43.98     | 2,450.87     | 2,494.85  |
| February, 1887 .....  | 32.72     | 2,037.13     | 2,069.85  |
| March, 1887 .....     | 62.12     | 2,410.87     | 2,472.99  |
| April, 1887 .....     | 98.37     | 1,906.46     | 2,004.83  |
| May, 1887 .....       | 141.00    | 1,208.99     | 1,352.99  |
| June, 1887 .....      | 79.10     | 1,634.12     | 1,713.22  |
| Totals .....          | \$ 823.00 | \$ 24,010.15 | 24,833.15 |

## MONTHLY EARNINGS—FROM ALL OTHER SOURCES.

|                       | MAILS.   | EXPRESS. | MISCELLANEOUS. | TOTAL. |
|-----------------------|----------|----------|----------------|--------|
| July, 1886 .....      | \$ 3.69  | \$ ..... | \$ .....       | 3.69   |
| August, 1886 .....    | 2.45     | .....    | .....          | 2.45   |
| September, 1886 ..... | 5.90     | .....    | .....          | 5.90   |
| October, 1886 .....   | 3.30     | .....    | .....          | 3.30   |
| November, 1886 .....  | 4.19     | .....    | .....          | 4.19   |
| December, 1886 .....  | 6.56     | .....    | 1.30           | 7.86   |
| January, 1887 .....   | 4.43     | .....    | 7.30           | 11.73  |
| February, 1887 .....  | 8.70     | .....    | .30            | 4.00   |
| March, 1887 .....     | 4.74     | .....    | 1.90           | 6.64   |
| April, 1887 .....     | 5.00     | .....    | 1.60           | 6.60   |
| May, 1887 .....       | 3.96     | .....    | 1.20           | 5.16   |
| June, 1887 .....      | 7.91     | .....    | 8.22           | 16.16  |
| Totals .....          | \$ 55.85 | \$ ..... | 21.82          | 77.68  |



## ANALYSIS OF EARNINGS.

|   |    |           |
|---|----|-----------|
| Earnings, passenger:  |    |           |
| From all passengers.....  | \$ | 8,866.40  |
| From express and baggage.....                                     |    | 77.68     |
| Total earnings passenger department.....                          | \$ | 8,944.08  |
| Earnings per train mile run.....                                  | \$ | 0.20      |
| Total earnings freight department.....                            | \$ | 24,833.15 |
| Earnings per train mile run.....                                  | \$ | 1.40      |
| Earnings per train mile run, from all trains earning revenue..... |    | 1.60      |
| Proportion of earnings for Iowa.....All.                          |    |           |
| Total earnings from all sources.....                              | \$ | 28,271.23 |
| Earnings per mile of road operated [3,333 miles].....             | \$ | 8,482.22  |
| Proportion of earnings for Iowa.....                              |    | 28,271.23 |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|   |    |          |
|---|----|----------|
| Repairs of road-bed and track.....                            | \$ | 703.02   |
| Renewal of rails (number tons laid, steel, 49).....           |    | 489.26   |
| Repairs of bridges, including culverts and cattle-guards..... |    | 148.24   |
| Repairs of fences, road-crossings and signs.....              |    | 211.00   |
| Repairs of buildings, stations and water tanks.....           |    |          |
| Total.....  | \$ | 1,551.52 |

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                     |    |          |
|-------------------------------------|----|----------|
| Repairs of locomotives.....         | \$ | 1,596.49 |
| Repairs of freight cars.....        |    | 175.81   |
| Repairs of tools and machinery..... |    | 75.00    |
| Total.....                          | \$ | 1,847.30 |

## CLASS 3—CONDUCTING TRANSPORTATION.

|   |    |          |
|---|----|----------|
| Telegraph expenses (maintenance and operating)..... |    | 5,720.87 |
| Damages to property and cattle.....                 |    | 125.00   |
| Agents and station service.....                     |    | 1,310.00 |
| Total.....  | \$ | 7,155.87 |

## CLASS 4—GENERAL EXPENSES.

|                    |    |          |
|--------------------|----|----------|
| Insurance.....     | \$ | 15.50    |
| Taxes in Iowa..... |    | 1,633.69 |
| Total.....         | \$ | 1,649.19 |

## RECAPITULATION OF EXPENSES.

|   |    |           |
|---|----|-----------|
| Maintenance of way and buildings.....                                     | \$ | 1,551.52  |
| Maintenance of motive power and cars.....                                 |    | 1,847.30  |
| Conducting transportation.....  |    | 7,155.87  |
| General expenses, including taxes.....                                    |    | 1,649.19  |
| Total operating expenses and taxes.....                                   | \$ | 12,203.88 |
| Operating expenses and taxes per mile of road operated (3,333 miles)..... | \$ | 3,661.53  |
| Proportion of operating expenses and taxes for Iowa.....                  |    | All.      |
| Percentage of expenses to earnings.....                                   |    | 43%       |

## GENERAL EXHIBIT.

|   |    |           |
|---|----|-----------|
| Total earnings.....   | \$ | 28,271.23 |
| Total expenses, including taxes.....                              |    | 12,203.88 |
| Net earnings.....   |    | 16,067.35 |
| Rentals, specifying amount paid to each company:                  |    |           |
| Chicago, Rock Island & Pacific Railway Company.....               |    | 6,000.00  |
| Interest accruing during the year.....                            |    | 9,958.28  |
| Interest paid during the year.....                                |    | 9,958.28  |
| Interest paid during the year on account of the road in Iowa..... |    | 9,958.28  |
| Interest on funded debt.....                                      |    | 5,220.00  |
| Interest paid on funded debt.....                                 |    | 5,220.00  |
| Interest on floating debt.....                                    |    | 4,438.28  |
| Interest paid on floating debt.....                               |    | 4,438.28  |
| Floating debt liquidated during the year.....                     |    | 48,988.11 |
| Balance for the year.....   |    | 109.07    |
| Balance at commencement of the year (debit).....                  |    | 59,709.20 |
| Balance at the close of the year, June 30, 1887 (debit).....      | \$ | 59,600.13 |

## GENERAL RECAPITULATION.

|   |    |           |
|---|----|-----------|
| Total earnings.....   | \$ | 28,271.23 |
| Total operating expenses and taxes.....                       |    | 12,203.88 |
| Net earnings above operating expenses and taxes.....          |    | 16,067.35 |
| Net earnings above operating expenses, taxes and rental.....  |    | 10,067.35 |
| Percentage of net earnings to stock and debt.....             |    | 3.94      |
| Percentage of net earnings to cost of road and equipment..... |    | 4.14      |

## TAXES.

## AMOUNT PAID FOR THE YEAR ENDING JUNE 30, 1887.

|              |    |          |
|--------------|----|----------|
| In Iowa..... | \$ | 1,633.69 |
|--------------|----|----------|

## GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS JUNE 30, 1887.

## DEBIT.

|                                 |    |            |
|---------------------------------|----|------------|
| Construction and equipment..... | \$ | 238,905.34 |
| Investment.....                 |    | 58,236.90  |
| Bond sinking fund.....          |    | 10,000.00  |
| Profit and loss.....            |    | 100.00     |
| Total.....                      | \$ | 407,242.24 |



## CREDIT.

|  |               |
|--|---------------|
| Capital stock.....                     | \$ 150,000.00 |
| Bonded debt.....                       | 97,000.00     |
| Income account.....                    | 140,843.14    |
| Amounts received and pay, balance..... | 10,100.00     |
| Total.....                             | \$ 497,943.14 |

## DESCRIPTION OF ROAD.

|  |              |
|--|--------------|
| Length of main line of road, from Comstock to Kirkville.....   | 3.333        |
| Length of main line of road in Iowa.....   | 3.333        |
| Branches owned by this company:  |              |
| This company also runs over the track of the C., R. I. & P. R'y from Comstock to Ottumwa, and the earnings reported cover those on this track as well, 8.17 miles. |              |
| Total length of road belonging to this company.....  | 3.333        |
| Total length of road belonging to this company in Iowa.....  | 3.333        |
| Aggregate length of sidings and other tracks not above enumerated.....   | 1.760        |
| Same in Iowa.....  | All.         |
| Total length of steel rails in track in Iowa, exclusive of sidings.....  | 1.72         |
| Total length of iron rails in track in Iowa.....   | 1.61         |
| Weight per yard, steel.....  | 56 lbs.      |
| Weight per yard, iron.....   | 47 lbs.      |
| Gauge of track.....  | 4 ft. 8½ in. |

## STATIONS.

|  |   |
|--|---|
| Number of stations on all roads owned by this company in Iowa..... | 2 |
| Same in Iowa.....  | 2 |
| Number of stations on all roads operated by this company.....      | 2 |
| Same in Iowa.....  | 2 |
| Number of telegraph offices in stations in Iowa.....               | 1 |

## EMPLOYES.

|  |             |
|--|-------------|
| Number of persons regularly employed on all roads operated by this company.....  | 10          |
| Same in Iowa.....  | 10          |
| Amount paid employees, including officials, on all roads operated by this company for the year ending June 30, 1887..... | \$ 6,800.00 |

## BRIDGES IN IOWA.

|                              | No. | Aggregate length. |
|------------------------------|-----|-------------------|
| Wooden trestle and pile..... | 12  | 644               |

## BOX CULVERTS IN IOWA.

|             |    |     |
|-------------|----|-----|
| Timber..... | 17 | 180 |
|-------------|----|-----|

## CATTLE-GUARDS.

|                        |   |
|------------------------|---|
| Number of in Iowa..... | 6 |
|------------------------|---|

## ROAD-BED AND TRACK.

|  |       |
|--|-------|
| Number of track sections in Iowa.....  | 1     |
| Average length of sections, miles.....   | 3.333 |
| Average number of men in each section gang.....  | 4     |
| Number of new ties laid in track during the year in Iowa.....                                    | 100   |
| New rails laid in track during the year in Iowa, steel—[49 tons], miles.....                     | .50   |
| What is the average number of years that iron rails last in your track on main line in Iowa..... | 4     |

## CROSSINGS IN IOWA.

|   |   |
|---|---|
| Number of highway crossings at grade..... | 8 |
|---|---|

## FENCING IN IOWA.

|  |           |
|--|-----------|
| How many miles of fencing have you on your road in Iowa.....               | 2         |
| What is the average cost per rod, cents.....                               | .50       |
| What is the total cost of same.....  | \$ 320.00 |
| Give the number of miles needed on both sides of your track in each county |           |
| in Iowa:   | 2         |
| in Wapello county.....   | 2         |

## ROLLING STOCK.

|   | Owned. | Total. |
|---|--------|--------|
| Number of passenger cars (way car)..... | 1      | 1      |
| Number of locomotives.....              | 1      | 1      |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |        |
|--|--------|
| Miles run by mixed trains during the year..... | 17,000 |
| Total train mileage.....                       | 17,000 |

## CARS AND WEIGHT OF TRAINS.

|   |    |
|---|----|
| Average number of cars in freight trains..... | 27 |
|---|----|

## PASSENGER TRAFFIC.

|  |         |
|--|---------|
| Total number of passengers carried.....                      | 12,213  |
| Total passenger mileage, or passengers carried one mile..... | 134,343 |
| *Average distance traveled by each passenger, miles.....     | 11      |
| Average amount received from each passenger, cents.....      | 27½     |
| Highest rate of fare per mile for any distance, cents.....   | 3       |
| Average rate of fare per mile for all passengers, cents..... | 2.3     |

## FREIGHT TRAFFIC.

|  |           |
|--|-----------|
| Total tons of freight carried.....   | 233,458   |
| Total freight mileage, or tons carried one mile.....   | 2,801,496 |
| Average rate per ton per mile received for all freight, cents.....   | 0.88      |
| Percentage of freight originating at, and carried to stations in Iowa, as compared with total freight carried in Iowa. (This should not include fuel or any material for the use of the road)..... | 100       |

\*The mileage and earnings are on the whole distance from Ottumwa to Kirkville.



## SPEED OF TRAINS IN IOWA.

Rate of speed per hour of mixed trains, including stops, miles .....

13

## TONNAGE OF ARTICLES TRANSPORTED.

|  | TONS.   | PER<br>CENT. |
|--|---------|--------------|
| Coal.....  | 228,763 | 99.00        |
| Merchandise, and other articles not enumerated above ..... | 4,695   | 2.00         |
| Total tons carried .....                                   | 233,458 | 100.         |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take freights at the depot, or at the office of such express company? American Express Company, pays 17 cents per hundred pounds for all freight carried over this road. They do a general express business, and deliver goods at depot.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? Thirteen miles of telephone wire.

## REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1887.

## INJURED.

| DATE                         | NAME AND OCCUPATION.   | PLACE.              | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.  |
|------------------------------|--|---------------------|---|
| 1886.<br>October<br>November | 8 Pat McAtcher, section hand on C. Near Ottumwa.<br>H. I. & P. Ry.<br>November 13 Seven year old child of Al. Peters.... | Ottumwa yards,..... | Struck by engine; slight scalp wound; want of caution.<br>Got on rear pilot unnoticed and fell off and was run over by tank<br>of engine in backing up; arm and leg broken. |



## TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT.  | KILLED.    |           |         | INJURED.   |           |         |
|---------------------|------------|-----------|---------|------------|-----------|---------|
|                     | Passenger. | Employee. | Others. | Passenger. | Employee. | Others. |
| Miscellaneous ..... | —          | —         | —       | —          | —         | 2       |
| Total .....         | —          | —         | —       | —          | —         | 2       |

## SUMMARY OF ACCIDENTS FOR IOWA.

Number of persons injured during the year ..... 2

## OFFICERS OF THE COMPANY, WITH LOCATION.

President—J. C. Peasley, Chicago, Ill.

Vice-President and General Manager—H. L. Waterman, Kirkville, Iowa.

Secretary—H. E. Jarvis, Burlington, Iowa.

Treasurer—A. C. Hatfield, Kirkville, Iowa.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

J. C. Peasley, Chicago, Ill.

Lyman Cook, Burlington, Iowa.

J. W. Blythe, Burlington, Iowa.

H. B. Scott, Burlington, Iowa.

W. W. Baldwin, Burlington, Iowa.

Date of annual meeting of stockholders, first Monday in June.

Fiscal year of company ends December 31st.

General offices of the company are located at Kirkville, Iowa.

STATE OF IOWA, }  
COUNTY OF WAPELLO, } ss.

H. L. Waterman, Vice-President and General Manager of the Ottumwa & Kirkville Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of his knowledge and belief.

[L. S. OF H. L.]

(Signed)

H. L. WATERMAN.

Subscribed and sworn to before me, this 9th day of September, A. D. 1887.

[L. S.]

A. C. HATFIELD,  
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 12th day of September, A. D. 1887.

E. G. MORGAN, Secretary.

## REPORT

OF THE

## PRAIRIE DU CHIEN &amp; MCGREGOR RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

## CAPITAL STOCK.

|   |    |            |
|---|----|------------|
| Amount authorized by articles of association .....      | \$ | 100,000    |
| Amount authorized by vote of the company .....          |    | 100,000    |
| Number of shares issued, 1,000; amount paid in .....    |    |            |
| Amount of common stock issued .....                     |    | 100,000    |
| Total amount paid in, as per books of the company ..... | \$ | 100,000.00 |
| Total miles of road owned by company, miles .....       |    | 2          |
| Amount of stock per mile of road .....                  | \$ | 50,000.00  |
| Amount of stock representing the road in Iowa .....     |    | 12,500.00  |
| Amount of stock held in Iowa .....                      |    | None.      |
| Total number of stockholders .....                      |    | 5          |

## MONTHLY EARNINGS—FROM ALL SOURCES.

|                       | MAILS. | EXPRESS. | MISCELLANEOUS. | TOTAL.       |
|-----------------------|--------|----------|----------------|--------------|
| July, 1886 .....      |        |          |                | \$ 4,554.00  |
| August, 1886 .....    |        |          |                | 5,142.25     |
| September, 1886 ..... |        |          |                | 6,969.25     |
| October, 1886 .....   |        |          |                | 7,494.00     |
| November, 1886 .....  |        |          |                | 6,930.00     |
| December, 1886 .....  |        |          |                | 6,566.60     |
| January, 1887 .....   |        |          |                | 4,516.10     |
| February, 1887 .....  |        |          |                | 3,620.25     |
| March, 1887 .....     |        |          |                | 4,988.30     |
| April, 1887 .....     |        |          |                | 4,226.10     |
| May, 1887 .....       |        |          |                | 4,446.90     |
| June, 1887 .....      |        |          |                | 3,803.80     |
| Total .....           |        |          |                | \$ 63,260.55 |



## ANALYSIS OF EARNINGS.

|  |    |           |
|--|----|-----------|
| Total earnings from all sources.....             | \$ | 63,260.55 |
| Earning per mile of road operated (2 miles)..... | \$ | 31,630.27 |
| Proportion of earnings for Iowa.....             |    | 7,903.26  |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

|   |    |           |
|---|----|-----------|
| Total maintenance of way and buildings (charged to operating expenses)... | \$ | 22,140.83 |
| Total conducting transportation.....                                      |    | 21,433.92 |

## GENERAL EXPENSES.

|  |    |           |
|--|----|-----------|
| Salaries of general officers and clerks..... | \$ | 9,200.00  |
| Taxes in Iowa.....                           | \$ | 78.00     |
| Taxes in other States.....                   |    | 1,171.52  |
| Total taxes.....                             |    | 1,249.52  |
| Total.....                                   | \$ | 10,449.52 |

## RECAPITULATION OF EXPENSES.

|   |    |           |
|---|----|-----------|
| Maintenance of way and buildings.....   | \$ | 22,140.83 |
| Conducting transportation.....          |    | 21,433.92 |
| General expenses, including taxes.....  |    | 10,449.52 |
| Total operating expenses and taxes..... | \$ | 54,024.26 |

|   |    |           |
|---|----|-----------|
| Operating expenses and taxes per mile of road operated (2 miles)..... | \$ | 27,012.13 |
| Proportion of operating expenses and taxes for Iowa.....              |    | 6,753.63  |
| Percentage of expenses to earnings.....                               |    | 85        |

## GENERAL EXHIBIT.

|  |    |           |
|--|----|-----------|
| Total earnings.....                                  | \$ | 63,260.55 |
| Total expenses, including taxes.....                 |    | 54,024.26 |
| Net earnings.....                                    |    | 9,236.29  |
| Balance at the close of the year, June 30, 1887..... |    | 9,236.29  |

Balance from last year was distributed to stockholders.

## GENERAL RECAPITULATION.

|   |    |           |
|---|----|-----------|
| Total earnings.....   | \$ | 63,260.55 |
| Total operating expenses and taxes.....                       |    | 54,024.26 |
| Net earnings above operating expenses and taxes.....          |    | 9,236.29  |
| Net earnings above operating expenses, taxes and rentals..... |    | 9,236.29  |
| Percentage of net earnings to stock and debt.....             |    | 9.24      |
| Percentage of net earnings to cost of road and equipment..... |    | 9.24      |

## TAXES.

## AMOUNT PAID FOR THE YEAR ENDING JUNE 30, 1887.

|                      |    |          |
|----------------------|----|----------|
| In Iowa.....         | \$ | 78.00    |
| In other States..... |    | 1,171.52 |

## GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS, JUNE 30, 1887.

## DEBIT.

|                   |    |            |
|-------------------|----|------------|
| Cost of road..... | \$ | 100,000.00 |
|-------------------|----|------------|

## CREDIT.

|                    |    |            |
|--------------------|----|------------|
| Capital stock..... | \$ | 100,000.00 |
|--------------------|----|------------|

## EMPLOYES.

|   |    |           |
|---|----|-----------|
| Number of persons regularly employed on all roads operated by this company.....   |    | 22        |
| Amount paid employees, including officials, on all roads operated by this company, for the year ending June 30, 1887..... | \$ | 24,800.00 |

## TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE FOR THE YEAR ENDING JUNE 30, 1887.

We keep no tonnage account. Chicago, Milwaukee & St. Paul Company's report will give tonnage.

## OFFICERS OF THE COMPANY AND LOCATION OF OFFICES.

President—John Lawler, Prairie du Chien, Wis.  
 Vice-President—John D. Lawler, Prairie du Chien, Wis.  
 Secretary—Thos. C. Lawler, Prairie du Chien, Wis.  
 Treasurer—Thos. C. Lawler, Prairie du Chien, Wis.

## NAME OF DIRECTORS AND POST-OFFICE ADDRESS.

John Lawler, Prairie du Chien.  
 John D. Lawler, Mitchell, Dakota.  
 Thos. C. Lawler, Prairie du Chien.  
 Dan. W. Lawler, St. Paul, Minn.

Date of annual meeting of stockholders, November 9.  
 Fiscal year of company ends June 30.  
 General offices of the company are located at Prairie du Chien.

STATE OF WISCONSIN. } ss.  
COUNTY OF CRAWFORD. }

I, Thos. C. Lawler, Secretary and Treasurer of the Prairie du Chien & McGregor Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of his knowledge and belief.

THOS. C. LAWLER,

[L. S. OF R. L.] Secretary and Treasurer Prairie du Chien & McGregor Railway.

Subscribed and sworn to before me this 4th day of August, A. D. 1887.

L. F. S. VIELE,  
 Notary Public.

[L. S.]

Received and filed in the office of the Railroad Commissioners, this 13th day of September, A. D. 1887.

E. G. MORGAN, Secretary.



## REPORT

OF THE

## SIOUX CITY &amp; PACIFIC RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

## CAPITAL STOCK.

|  |                 |
|--|-----------------|
| Amount authorized by articles of association.....  | \$ 5,000,000.00 |
| Amount authorized by vote of the company.....  | 2,068,400.00    |
| Number of shares issued 20,684; amount paid in.....  | \$ 2,068,400.00 |
| Amount of common stock issued.....   | 1,899,400.00    |
| Amount of preferred stock issued, and conditions of preference.....  | 169,000.00      |
| Interest, 7 per cent per annum, payable semi-annually on April 1st and October 1st, secured by first mortgage on road between Missouri Valley and California Junction, Iowa. |                 |
| Total amount paid in as per books of the company.....  | \$ 2,068,400.00 |

|  |              |
|--|--------------|
| Total miles of road owned by this company.....     | 107.42       |
| Amount of stock per mile of road.....              | \$ 19,255.26 |
| Amount of stock representing the road in Iowa..... | 1,530,700.00 |
| Amount of stock held in Iowa.....                  | 2,500.00     |
| Total number of stockholders.....                  | 74           |
| Number of stockholders in Iowa.....                | 4            |

## DEBT.

Funded debt as follows:

|  |                 |
|--|-----------------|
| First mortgage bonds, due January 1, 1898; rate of interest, 6 per cent.....                 | \$ 1,628,000.00 |
| Amount of interest paid on same during the year.....   | 241,575         |
| Second mortgage, U. S. subsidy bonds, due January 1, 1898; rate of interest, 6 per cent..... | 1,628,320.00    |
| Total amount of funded debt.....   | 3,256,320.00    |

Floating debt:

|   |              |
|---|--------------|
| Total amount of floating debt.....                                  | 2,067,727.17 |
| Contingent liability as guarantor of bonds or debts of other roads: |              |
| \$3,600,000 of Fremont, Elk & Mo. Val. R. R. Co. bonds.             |              |
| \$1,653,000 of Mo. Val. & B. R'y & B. Co. bonds.                    |              |

|                                       |                 |
|---------------------------------------|-----------------|
| Total amount of debt liabilities..... | \$ 5,324,047.17 |
|---------------------------------------|-----------------|

|  |                 |
|--|-----------------|
| Amount of debt per mile of road.....                       | 49,562.91       |
| Amount of debt representing the road in Iowa.....          | \$ 3,968,347.65 |
| Total amount of stock and debt.....                        | 7,393,447.17    |
| Amount of stock and debt per mile of road.....             | 68,818.16       |
| Amount of interest paid representing the road in Iowa..... | 200,164.94      |

## COST OF EQUIPMENT.

|                                       |                 |
|---------------------------------------|-----------------|
| Total cost of road and equipment..... | \$ 5,542,745.52 |
|---------------------------------------|-----------------|

|   |                    |
|---|--------------------|
| Average cost of road and equipment per mile [107.42 miles].....           | \$ 51,598.82       |
| Proportion of cost of road and equipment for Iowa.....                    | 4,152,157.26       |
| Average cost of road and equipment per mile in Iowa (80.47 miles).....    | 51,598.82          |
| Actual present cash value of road and equipment in Iowa—estimated.....    | 1,200,000.00       |
| Actual cash value of all other property owned, with schedule of same..... | Inc. in last above |

## PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|  |              |
|--|--------------|
| Bridging and masonry.....  | 1,027.63     |
| Land, land damage and fences.....  | 8,056.85     |
| Passenger and freight stations, coal sheds, and water stations.....      | 4,530.33     |
| Engine houses, cars, sheds and turn-tables.....                          |              |
| Machine shops, including machinery and tools.....                        |              |
| Engineering, agencies, salaries, and other expenses during construction: |              |
| Construction of telegraph.....   | 917.04       |
| Cost of side tracks.....   | 3,244.41     |
| Total for construction.....  | \$ 17,856.45 |
| Total expenditures charged to property accounts.....                     | 17,856.45    |
| Net addition to property account for the year.....                       | \$ 17,856.45 |



## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                 | THROUGH. | LOCAL. | TOTAL.        |
|-----------------|----------|--------|---------------|
| July, 1886      |          |        | \$ 20,539.93  |
| August, 1886    |          |        | 20,204.16     |
| September, 1886 |          |        | 19,207.67     |
| October, 1886   |          |        | 20,835.31     |
| November, 1886  |          |        | 19,117.26     |
| December, 1886  |          |        | 17,744.19     |
| January, 1887   |          |        | 14,960.68     |
| February, 1887  |          |        | 14,413.34     |
| March, 1887     |          |        | 18,572.50     |
| April, 1887     |          |        | 17,534.59     |
| May, 1887       |          |        | 20,204.66     |
| June, 1887      |          |        | 19,726.40     |
| Totals          |          |        | \$ 223,671.14 |

## FROM TRANSPORTATION OF FREIGHT.

|                 | THROUGH. | LOCAL. | TOTAL.        |
|-----------------|----------|--------|---------------|
| July, 1886      |          |        | \$ 25,316.35  |
| August, 1886    |          |        | 20,884.58     |
| September, 1886 |          |        | 20,812.96     |
| October, 1886   |          |        | 20,277.36     |
| November, 1886  |          |        | 19,420.14     |
| December, 1886  |          |        | 20,056.09     |
| January, 1887   |          |        | 16,878.70     |
| February, 1887  |          |        | 16,517.82     |
| March, 1887     |          |        | 35,253.72     |
| April, 1887     |          |        | 27,704.31     |
| May, 1887       |          |        | 25,024.66     |
| June, 1887      |          |        | 25,271.35     |
| Totals          |          |        | \$ 299,413.57 |

## FROM ALL OTHER SOURCES.

|                 | MAILS.       | EXPRESS.     | MISCELLANEOUS. | TOTAL.       |
|-----------------|--------------|--------------|----------------|--------------|
| July, 1886      | \$ 1,274.55  | \$ 1,183.44  | \$ 1,723.09    | \$ 4,181.08  |
| August, 1886    | 1,159.41     | 1,342.80     | 1,944.27       | 4,446.48     |
| September, 1886 | 1,351.93     | 1,352.03     | 1,590.43       | 4,194.39     |
| October, 1886   | 1,274.55     | 1,094.74     | 1,630.68       | 3,999.97     |
| November, 1886  | 1,274.57     | 1,079.28     | 1,847.91       | 4,201.76     |
| December, 1886  | 1,274.55     | 895.31       | 1,534.03       | 3,703.89     |
| January, 1887   | 1,274.55     | 692.60       | 1,760.96       | 3,618.11     |
| February, 1887  | 1,274.75     | 571.48       | 1,571.43       | 3,417.66     |
| March, 1887     | 1,274.53     | 661.91       | 1,488.31       | 3,624.75     |
| April, 1887     | 1,274.55     | 1,106.08     | 1,102.61       | 3,483.24     |
| May, 1887       | 1,274.55     | 915.92       | 1,597.19       | 3,787.66     |
| June, 1887      | 1,274.55     | 1,038.67     | 1,830.83       | 4,144.05     |
| Totals          | \$ 15,156.86 | \$ 11,884.20 | \$ 19,621.79   | \$ 46,662.91 |

## ANALYSIS OF EARNINGS.

|  |    |            |
|--|----|------------|
| Earnings, passenger :  |    |            |
| From all passengers .....  | \$ | 223,471.14 |
| From express .....   |    | 11,884.29  |
| From mails .....   |    | 15,156.86  |
| Total earnings passenger department .....  | \$ | 250,512.29 |
| Earnings per train mile run [128,624 miles] .....                                  | \$ | 1.9476     |
| Earnings, freight :  |    |            |
| Total earnings freight department .....  | \$ | 290,413.57 |
| Earnings per train mile run [122,394 miles] .....                                  |    | 2.3727     |
| Earnings, transportation :   |    |            |
| Transportation earnings .....  |    | 540,925.86 |
| Earnings per train mile run from all trains earning revenue, [251,018 miles] ..... |    | 2.1549     |
| Proportion of transportation earnings for Iowa .....                               |    | 465,216.01 |
| Received for use of road .....   |    | 12,859.35  |
| Car mileage (credit balance) .....   |    | 618.24     |
| Earnings from all other sources .....  |    | 6,144.20   |
| Total earnings from all sources .....  | \$ | 560,547.65 |
| Earnings per mile of road operated [107.42 miles] .....                            |    | 5,218.28   |
| Proportion of earnings for Iowa .....  |    | 419,915.00 |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|  |          |           |
|--|----------|-----------|
| Repairs of road-bed and track .....                            | \$       | 31,720.56 |
| Renewal of rails :   |          |           |
| No. tons laid, steel .....                                     | 769.1680 |           |
| No. tons laid, iron .....                                      | 345.19   | 15,475.74 |
| Renewal of ties [No. laid, 18,223] .....                       |          | 6,039.55  |
| Repairs of bridges, including culverts and cattle-guards ..... |          | 2,284.57  |
| Repairs of fences, road-crossings and signs .....              |          | 1,490.37  |
| Repairs of buildings, stations and water-tanks .....           |          | 5,429.37  |
| Total .....  | \$       | 62,440.16 |

## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                      |    |           |
|--------------------------------------|----|-----------|
| Repairs of locomotives .....         | \$ | 12,192.83 |
| Repairs of passenger cars .....      |    | 6,092.02  |
| Repairs of freight cars .....        |    | 8,722.12  |
| Repairs of tools and machinery ..... |    | 7,400.75  |
| Total .....                          | \$ | 34,407.72 |



## CLASS 3.—CONDUCTING TRANSPORTATION.

|  |                      |
|--|----------------------|
| Fuel for locomotives .....                           | \$ 32,133.51         |
| Water supply .....                                   | 3,690.54             |
| Oil and waste .....                                  | 354.54               |
| Locomotive service .....                             | 17,443.36            |
| Passenger train service .....                        | 5,615.89             |
| Passenger train supplies .....                       | 1,169.86             |
| Mileage of passenger cars (debit balance) .....      | 2,552.06             |
| Freight train service .....                          | 8,043.19             |
| Freight train supplies .....                         | 157.17               |
| Mileage of freight cars (debit balance) .....        | 12,643.31            |
| Telegraph expenses (maintenance and operating) ..... | 3,702.57             |
| Damage and loss of freight and baggage .....         | 395.38               |
| Damages to property and cattle .....                 | 595.45               |
| Personal injuries .....                              | 13,003.75            |
| Agents and station service .....                     | 15,861.44            |
| Laborers .....                                       | 19,510.99            |
| Station supplies .....                               | 2,684.71             |
| Sundries .....                                       | 2,480.96             |
| <b>Total .....</b>                                   | <b>\$ 142,481.38</b> |

## CLASS 4.—GENERAL EXPENSES.

|   |                     |
|---|---------------------|
| Salaries of general officers and clerks .....                   | \$ 13,546.72        |
| Legal expenses .....  | 3,473.86            |
| Stationery and printing, outside agencies and advertising ..... | 4,187.51            |
| Contingencies .....   | 2,000.00            |
| Taxes in Iowa .....   | \$ 15,354.31        |
| Taxes in other States .....                                     | 3,186.78            |
| <b>Total taxes .....</b>  | <b>18,541.09</b>    |
| <b>Total .....</b>  | <b>\$ 41,757.18</b> |

## RECAPITULATION OF EXPENSES.

|   |                      |
|---|----------------------|
| Maintenance of way and buildings .....          | \$ 62,440.16         |
| Maintenance of motive power and cars .....      | 34,407.72            |
| Conducting transportation .....                 | 142,481.38           |
| General expenses, including taxes .....         | 41,757.18            |
| <b>Total operating expenses and taxes .....</b> | <b>\$ 281,086.44</b> |

|   |             |
|---|-------------|
| Operating expenses and taxes per mile of road operated (107.42 miles) .....                       | \$ 2,616.70 |
| Operating expenses and taxes per train mile run, for trains earning revenue (251,018 miles) ..... | 1.1137      |
| Proportion of operating expenses and taxes for Iowa .....   | 310,666.23  |
| Percentage of expenses and taxes to earnings .....  | 50.14       |

## GENERAL EXHIBIT.

|  |                        |
|--|------------------------|
| Total earnings .....   | \$ 560,547.05          |
| Total expenses, including taxes .....                                      | 281,086.44             |
| Net earnings .....   | 279,461.21             |
| Interest accruing during the year .....                                    | 221,011.43             |
| Interest paid during the year .....  | 267,207.23             |
| Interest paid during the year on account of the road in Iowa .....         | 200,164.94             |
| Interest on funded debt .....  | 195,379.20             |
| Interest paid on funded debt .....   | 241,575.00             |
| Interest on floating debt .....  | 25,632.25              |
| Profit and loss .....  | 2,988.68               |
| Interest paid on floating debt .....                                       | 25,632.23              |
| Dividends declared (7 per cent), interest on preferred stock .....         | 11,830.00              |
| Interest falling due during the year and not paid .....                    | 146,614.20             |
| Interest defaulted in preceding years, and paid in this .....              | 192,810.00             |
| Floating debt liquidated during the year (decrease in floating debt) ..... | 65,897.63              |
| Balance for the year, credit .....   | 49,608.46              |
| Balance at commencement of the year, debit .....                           | 1,494,699.18           |
| <b>Balance at the close of the year, June 30, 1887, debit .....</b>        | <b>\$ 1,445,090.72</b> |

## GENERAL RECAPITULATION.

|   |               |
|---|---------------|
| Total earnings .....  | \$ 560,547.05 |
| Total operating expenses and taxes .....                                | 281,086.44    |
| Net earnings above operating expenses and taxes .....                   | 279,461.21    |
| Net earnings above operating expenses, taxes, interest and rental ..... | 49,608.46     |
| Gross earnings per train mile run, 251,018 miles .....                  | \$ 2.2339     |
| Net earnings per train mile run 251,018 miles .....                     | 1.1133        |
| Percentage of net earnings to stock and debt .....                      | 3.78          |
| Percentage of net earnings to cost of road and equipment .....          | 5.04          |

## TAXES.

## AMOUNT PAID FOR YEAR ENDING JUNE 30, 1887.

|                   |              |
|-------------------|--------------|
| In Iowa .....     | \$ 15,354.31 |
| In Nebraska ..... | 3,186.78     |

## GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS, JUNE 30, 1887.

## DEBIT.

|  |                        |
|--|------------------------|
| Cost of road and equipment .....             | \$ 5,542,745.52        |
| Due from U. S. Government .....              | 150,702.17             |
| Due from station agents and conductors ..... | 133,714.64             |
| Material and fuel on hand .....              | 89,119.36              |
| Cash .....                                   | 31,014.76              |
| Income account .....                         | 1,445,090.72           |
| <b>Total .....</b>                           | <b>\$ 7,392,447.17</b> |



## CREDIT.

|  |                 |
|--|-----------------|
| Capital stock.....                                 | \$ 2,658,400.00 |
| First mortgage bonds.....                          | 1,628,000.00    |
| U. S. Government lien.....                         | 1,828,300.00    |
| Accrued interest on Government lien.....           | 1,865,894.29    |
| Interest on first mortgage bonds unpaid.....       | 86,068.00       |
| Dividends unpaid.....                              | 2,907.81        |
| Sundry unpaid bills.....                           | 17,858.38       |
| Current pay rolls.....                             | 30,370.56       |
| Due to railroad companies and various persons..... | 63,360.93       |
| Total.....   | \$ 7,392,447.17 |

## DESCRIPTION OF ROAD.

|   |        |        |
|---|--------|--------|
| Length main line of road from Missouri Valley, Iowa, to Sioux City, miles.....              | 75.65  |        |
| California Junction to Fremont, miles.....  | 31.77  | 107.42 |
| Length main line of road in Iowa, miles.....  |        | 80.47  |
| Length main line of road in Nebraska, miles.....  |        | 36.95  |
| Total length of road belonging to this company.....   |        | 107.42 |
| Total length of road belonging to this company in Iowa.....                                 |        | 80.47  |
| Aggregate length of sidings and other tracks not above enumerated.....                      |        | 22.58  |
| Same in Iowa.....   |        | 17.06  |
| Total length of steel rails in tracks in Iowa, exclusive of sidings.....                    |        | 34.00  |
| Total length of iron rails in tracks in Iowa.....   |        | 46.47  |
| Weights per yard, steel, 60 pounds; iron, 56 pounds.  |        |        |
| Gauge of track, 4 feet, 8 1/4 inches.   |        |        |
| Total miles of road operated by this company.....   | 107.42 |        |
| Total miles of road operated by this company in Iowa not reported by any other company..... |        | 80.47  |

## STATIONS.

|   |    |
|---|----|
| Number of stations on all roads owned by this company.....    | 16 |
| Same in Iowa.....   | 12 |
| Number of stations on all roads operated by this company..... | 16 |
| Same in Iowa.....   | 12 |
| Number of telegraph offices in stations in Iowa.....          | 12 |

## EMPLOYEES.

|  |               |
|--|---------------|
| Number of persons regularly employed on all roads operated by this company, about.....   | 269           |
| Same in Iowa, about.....   | 227           |
| Amount paid employees, including officials, on all roads operated by this company, for the year ending June 30, 1887, about..... | \$ 185,954.07 |
| Same in Iowa.....  | 161,753.83    |

## BRIDGES IN IOWA.

|  | Number. | Aggregate length. |
|--|---------|-------------------|
| Combination truss bridges over 100 feet in length..... | 2       | 340               |
| Wooden trestle and pile.....                           | 67      | 8,658             |

## BOX CULVERTS IN IOWA.

|             |   |     |
|-------------|---|-----|
| Timber..... | 3 | 594 |
|-------------|---|-----|

## CATTLE-GUARDS.

|                        |     |
|------------------------|-----|
| Number of in Iowa..... | 182 |
|------------------------|-----|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|   |         |
|---|---------|
| Amount of timber used in renewals of trestle and pile bridges during the year (feet B. M.)..... | 16,278  |
| Give the average number of years the trestle and pile bridges last on your road in Iowa.....    | 8 to 12 |
| Give the average number of years that wooden truss bridges last on your road in Iowa.....       | 10      |

## ROAD-BED AND TRACK.

|  |        |
|--|--------|
| Number of track sections in Iowa.....  | 13     |
| Average length of sections, miles.....   | 6.7    |
| Average number of men in each section gang.....  | 6      |
| Number of new ties laid in track during the year in Iowa.....                                    | 13,600 |
| Average number of new ties per mile of road.....   | 169    |
| New rails laid in track during the year in Iowa—steel (699 tons) miles, about.....               | 7      |
| Total track laid with new rails during the year in Iowa, miles, about.....                       | 7      |
| What is the average number of years that iron rails last in your track on main line in Iowa..... | 10     |
| What is the average number of years that iron rails last in your track on branches in Iowa.....  | 10     |
| What is the average number of years that ties last in your track in Iowa....                     | 7      |

## CROSSINGS IN IOWA.

|   |    |
|---|----|
| What railroad crosses your road at grade, and at what locality?<br>Chicago, St. Paul, Minneapolis & Omaha Railroad, at Sioux City.<br>Illinois Central Railroad, at Sioux City. |    |
| Number of highway crossings at grade.....   | 81 |
| Number of highway crossings at which there are flagmen.....   | 1  |

## FENCING IN IOWA.

|  |              |
|--|--------------|
| How many miles of fencing have you on your road in Iowa..... | 78.7         |
| What is the average cost per rod, cents.....                 | 61.4         |
| What is the total cost of same.....                          | \$ 30,805.95 |



## ROLLING STOCK.

|  | Owned. | Total. |
|--|--------|--------|
| Number of passenger cars.....  | 8      | 8      |
| Number of baggage, mail and express cars.....  | 5      | 5      |
| Number of parlor and sleeping cars.....  | None.  | 0      |
| Number of dining-cars.....   | None.  | None.  |
| Number of box freight cars.....  | 90     | 90     |
| Number of stock cars.....  | 20     | 20     |
| Number of platform and coal cars.....  | 46     | 46     |
| Number of other cars.....  | 17     | 17     |
| Total number of cars.....  | 186    | 186    |
| Number of locomotives.....   |        | 12     |
| Maximum weight of locomotives and tenders, tons.....   |        | 45 1/4 |
| Average weight of locomotives and tenders, tons.....   |        | 40     |
| Number of locomotives equipped with train brake.....   |        | 5      |
| Number of locomotives equipped with driver brake—Westinghouse.....   |        | 1      |
| Maximum weight of passenger cars, tons.....  |        | 20     |
| Average weight of passenger cars, tons.....  |        | 18     |
| Number of passenger cars equipped with train brake.....  |        | 14     |
| Number of passenger cars equipped with Miller platform and buffer.....   |        | 14     |
| The amount of tonnage that can be carried over your road in Iowa exclusive of cars, by an engine of given weight. Weight of engine, 32 tons... |        | 320    |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |         |
|--|---------|
| Miles run by passenger trains during the year.....               | 128,624 |
| Miles run by freight trains during the year.....                 | 122,384 |
| Miles run by construction and repair trains during the year..... | 4,383   |
| Miles run by other trains during the year.....                   |         |
| Total train mileage.....   | 255,411 |

## CARS AND WEIGHT OF TRAINS.

|  |     |
|--|-----|
| Average number of cars in passenger trains.....                              | 5   |
| Average weight of passenger trains, exclusive of passengers, tons (about)... | 90  |
| Average number of cars in freight trains.....                                | 19  |
| Average weight of freight trains, exclusive of freight, tons (about).....    | 191 |

## PASSENGER TRAFFIC.

|  |           |
|--|-----------|
| Total number of passengers carried.....                      | 89,852    |
| Total number of local passengers carried.....                | 104,288   |
| Total number of passengers carried.....                      | 194,140   |
| Total passenger mileage or passengers carried one mile.....  | 7,804,030 |
| Average distance traveled by each passenger, miles.....      | 40        |
| Average amount received from each passenger.....             | \$ 1.13   |
| Highest rate of fare per mile for any distance, cents.....   | 3 1/4     |
| Lowest rate of fare per mile for any distance.....           | 1 1/4     |
| Average rate of fare per mile for all passengers, cents..... | 2.81      |

## FREIGHT TRAFFIC.

|   |            |
|---|------------|
| Number of tons of through freight carried.....                | 332,588    |
| Number of tons of local freight carried.....                  | 66,267     |
| Total tons of freight carried.....                            | 398,855    |
| Total mileage of through freight (tons carried one mile)..... | 14,354,547 |
| Total mileage of local freight (tons carried one mile).....   | 2,989,507  |
| Total freight mileage, or tons carried one mile.....          | 17,344,054 |

|  |      |
|--|------|
| Average rate per ton per mile received for through freight, cents.....   | 1.69 |
| Average rate per ton per mile received for local freights, cents.....  | 1.60 |
| Average rate per ton per mile received for all freight, cents.....   | 1.67 |
| Percentage of freight originating at, and carried to stations in Iowa, as compared with total freight carried in Iowa. (This should not include fuel or any material for the use of the road)..... | 4.15 |

## CAR MILEAGE.

|  |           |
|--|-----------|
| Number of miles run by loaded freight cars east and south..... | 792,236   |
| Number of miles run by loaded freight cars west and north..... | 665,439   |
| Number of miles run by empty freight cars east and south.....  | 411,521   |
| Number of miles run by empty freight cars west and north.....  | 334,896   |
| Total freight car mileage.....                                 | 2,204,092 |

|   |       |
|---|-------|
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south..... | 34.19 |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north..... | 33.48 |

## SPEED OF TRAINS IN IOWA.

|  |    |
|--|----|
| Rate of speed of passenger trains, including stops, miles..... | 30 |
| Rate of speed of freight trains, including stops, miles.....   | 12 |

## TONNAGE OF ARTICLES TRANSPORTED.

|   | TONS.   | PER CENT. |
|---|---------|-----------|
| Grain.....  | 45,313  | 11.36     |
| Flour.....  | 3,061   | .77       |
| Provisions (beef, pork, lard, etc.).....                    | 6,119   | 1.53      |
| Animals.....  | 28,145  | 7.06      |
| Other agricultural products.....                            | 9,995   | 2.51      |
| Lumber and forest products.....                             | 105,511 | 26.45     |
| Coal.....   | 46,710  | 11.71     |
| Plaster, lime and cement.....                               | 1,963   | .49       |
| Salt.....   | 3,947   | .99       |
| Petroleum and oil.....                                      | 5,191   | 1.30      |
| Iron, steel and castings.....                               | 1,947   | .49       |
| Stone and brick.....  | 36,876  | 9.25      |
| Manufactures—articles shipped from point of production..... | .....   | .....     |
| Merchandise, and other articles not enumerated above.....   | 104,077 | 26.09     |
| Total tons carried.....                                     | 398,855 | 100       |



TONNAGE CROSSING THE MISSOURI RIVER BRIDGE AT BLAIR, NEBRASKA, FOR THE  
YEAR ENDING JUNE 30, 1887.

|                                 |         |
|---------------------------------|---------|
| East bound, number of tons..... | 33,324  |
| West bound, number of tons..... | 165,577 |
| Total tons.....                 | 198,901 |

TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|  | TONS.   | PER<br>CENT. |
|--|---------|--------------|
| Grain .....  | 33,723  | 10.66        |
| Flour.....   | 2,766   | .70          |
| Provisions (beef, pork, lard, etc.).....                     | 5,738   | 1.58         |
| Animals .....  | 27,298  | 7.81         |
| Other agricultural products .....                            | 8,088   | 2.29         |
| Lumber and forest products.....                              | 97,272  | 26.79        |
| Coal .....   | 46,200  | 12.73        |
| Plaster, lime and cement.....                                | 1,840   | .56          |
| Salt .....   | 3,838   | 1.05         |
| Petroleum and oil.....                                       | 3,716   | 1.02         |
| Iron, steel and castings.....                                | 1,402   | .38          |
| Stone and brick .....  | 35,767  | 9.83         |
| Manufactures—articles shipped from point of production ..... | .....   | .....        |
| Merchandise, and other articles not enumerated above.....    | 90,345  | 24.88        |
| Total tons carried.....                                      | 362,993 | 100          |

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? The American Express Company, and Wells, Fargo & Co., have the right to do express business on the line, paying agreed rates, depending upon the weight carried and space in car occupied. They deliver their freight into this company's cars.

SLEEPING-CARS.

Do sleeping, parlor, or dining-cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates. Sleeping cars are run and owned by the Wagner Palace Car Company and by the Pullman Palace Car Company, by which companies the charges are made and collected. Neither parlor or dining cars are run on this company's road.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings. This company pays nothing to Palace or Sleeping Car companies. The sleeping car charges are paid by the passengers to the Sleeping Car companies.

UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? The U. S. Government withholds all compensation for mail service. The amount charged the Government for mail service in Iowa is \$12,768 36 per annum.

TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? Certain rights in 80.47 miles.

What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? Western Union Telegraph Co. have certain rights in 80.47 miles.



## REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1887.

## KILLED.

| DATE.       | NAME AND OCCUPATION.     | PLACE.          | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.                       |
|-------------|--------------------------|-----------------|--|
| 1886.       |                          |                 |  |
| September 9 | Oliver Mosher, switchman | Missouri Valley | Uncoupling cars: foot caught in frog; right leg and arm crushed. |
| October 13  | Mrs. Annie Watkins       | Near Merville   | Highway collision; killed.                                       |
| November 6  | Chas. Pellstrom          | Near Sloan      | Trespasser; killed.  |

## INJURED.

|              |                                      |                      |   |
|--------------|--------------------------------------|----------------------|---|
| 1886.        |                                      |                      |   |
| September 18 | John Newhouse, repairer              | Missouri Valley      | Removing trucks from under car car: broken arm.                         |
| September 17 | James Bathwell, section man          | Near Mondamin        | Attempted to jump on hand car; head and neck bruised.                   |
| October 13   | Geo. Rley                            | Near Merville        | Highway collision: hurt about head.                                     |
| October 6    | Frank Smith, switchman               | Missouri Valley      | Coupling: right hand bruised.   |
| November 1   | Lewis C. Vannetter, laborer          | Missouri Valley      | Pile lumber fell over; left leg and thigh bruised, small bone broken.   |
| November 27  | George Henry, switchman              | Missouri Valley      | Coupling cars: fingers of right hand bruised.                           |
| December 6   | Ross P. Harris, brakeman             | Stout City           | Coupling cars: right hand crushed.                                      |
| December 27  | Edward T. Cooney, switchman          | Missouri Valley      | Carelessness; back bruised.   |
| 1887.        |                                      |                      |   |
| February 24  | John A. Reel, carpenter              | Missouri Valley shop | Cut on circular saw; flesh wound on left thumb.                         |
| March 8      | Albert Hawkins, engine wiper         | Stout City           | Hand caught in derrick gear: fingers on right hand bruised.             |
| March 8      | John W. Crebaugh, engine wiper       | Stout City           | Hand caught in derrick gear: three fingers on right hand bruised.       |
| March 11     | John Kitteringham, switchman         | Missouri Valley      | Uncoupling cars: foot caught; right hand cut off, except thumb.         |
| April 8      | Wm. Herron, carpenter                | Missouri Valley shop | Caught in circular saw; two fingers left hand cut slightly.             |
| April 24     | John E. Cooney, switchman            | Missouri Valley      | Uncoupling cars: fell; knee cap broke, calf of left leg and instep cut. |
| May 26       | Nathan D. Myers, wood sawyer         | Missouri Valley      | Oiling machine; can caught on frame; flesh cut on palm of left hand.    |
| June 15      | W. F. Hartgrove, brakeman            | Missouri River       | Attempting to get on way car; ankle strained, injured internally.       |
| June 15      | W. F. Hartgrove, brakeman            | Missouri River       | Attempting to get on way car; ankle strained, injured internally.       |
| June 26      | H. E. Miller, house wiper apprentice | Missouri Valley shop | Caught in belt carrier; left hand badly bruised.                        |

## TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT.                        | KILLED.     |            |         | INJURED.    |            |         |
|---|-------------|------------|---------|-------------|------------|---------|
|   | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Caught in frogs, guard rails, or switches | .....       | 1          | .....   | .....       | .....      | .....   |
| Coupling cars                             | .....       | .....      | .....   | .....       | .....      | .....   |
| Getting on and off trains                 | .....       | .....      | .....   | .....       | 1          | .....   |
| Highway crossings                         | .....       | 1          | .....   | .....       | .....      | 1       |
| Miscellaneous                             | .....       | .....      | .....   | .....       | 10         | .....   |
| Trespassers on track                      | .....       | 1          | .....   | .....       | .....      | .....   |
| Total                                     | .....       | 1          | 2       | .....       | 17         | 1       |

## SUMMARY OF ACCIDENTS IN IOWA.

|   |    |
|---|----|
| Number of persons killed during the year                          | 3  |
| Number of persons injured during the year                         | 18 |
| Number resulting from lack of caution, carelessness or misconduct | 21 |
| Number of trespassers on track killed                             | 1  |

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—M. Hughitt, Chicago, Illinois.  
 Vice-President—M. L. Sykes, New York City, New York.  
 Secretary—J. B. Redfield, Chicago, Illinois.  
 Treasurer—M. M. Kirkman, Chicago, Illinois.  
 Assistant Secretary and Assistant Treasurer—Henry V. Ferguson, Cedar Rapids, Iowa.  
 General Manager—W. F. Fitch, Missouri Valley, Iowa.  
 Chief Engineer—J. E. Ainsworth, Missouri Valley, Iowa.  
 Auditor—J. B. Redfield, Chicago, Illinois.  
 General Passenger Agent—J. R. Buchanan, Missouri Valley, Iowa.  
 General Freight Agent—H. C. Morehouse, Missouri Valley, Iowa.  
 General Attorney—J. B. Hawley, Fremont, Nebraska.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

M. Hughitt, Chicago, Illinois.  
 Albert Keep, Chicago, Illinois.  
 M. L. Sykes, New York, N. Y.  
 W. H. Stennett, Chicago, Illinois.  
 David P. Kimball, Boston, Massachusetts.  
 Horace Williams, Clinton, Iowa.  
 P. E. Hall, Cedar Rapids, Iowa.  
 M. M. Kirkman, Chicago, Illinois.  
 J. B. Redfield, Chicago, Illinois.

Date of annual meeting of stockholders, third Wednesday in May  
 Fiscal year of company ends December 31st.  
 General offices of the company are located at Cedar Rapids, Iowa.



STATE OF ILLINOIS, } ss.  
COUNTY OF COOK, }

Marvin Haghitt, President, and J. B. Redfield, Secretary of the Sioux City & Pacific Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of their knowledge and belief.

(Signed)

[L. S. OF R. R.]

M. HUGHITT,  
J. B. REDFIELD.

Subscribed and sworn to before me, this 29th day of August, A. D. 1887.

[L. S.]

J. F. CLEVELAND,  
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 31st day of August, A. D. 1887.

E. G. MORGAN, Secretary

THE WABASH WESTERN RAILWAY COMPANY, }  
ST. LOUIS, MO., September 6, 1887. }

E. G. MORGAN, Esq., Secretary Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—In sending you herewith the annual report of Solon Humphreys and Thos. E. Tutt, Receivers of the Wabash, St. Louis & Pacific Railway, I wish to refer to the many difficulties which were met with in making up this report and which necessarily renders it quite incomplete.

Messrs. Humphreys and Tutt, on January 1st, ceased operating most of the property east of the Mississippi River, and on April 1st they ceased the operation of any railroad; that portion of the system in Missouri being turned over to a new company and the lines in your State to a Purchasing Committee, for whom they are now being operated.

Under these circumstances they are only able to furnish you the information desired concerning the whole Wabash, St. Louis & Pacific Railway, which was in their charge on June 1, 1886, up to January 1, 1887, and for a portion of the mileage of the whole system (probably one-half) from January 1 to March 31, 1887.

With these difficulties existing, you will readily see that the figures furnished are necessarily incomplete and of but little use in making comparisons.

We can, if you desire, in connection with this report furnish you a report of the Iowa lines from April 1, 1887 to June 1, 1887, during which time, as I have before said, they have been operated for a Purchasing Committee; if such a report is desired, please send the necessary blanks on which to have it prepared.

While we have tried to meet your wishes and also comply with your rules, by sending enclosed report, I regret that it is, for the reasons mentioned, so incomplete.

Yours truly,

JAMES F. HOW,  
General Agent for Receivers.

At the date of the last report the Receivers were operating 2,140.6 miles of road. On the first day of December, 1886, the line from Bates to Grafton, Ill., 71.4 miles, known as the St. Louis, Jerseyville & Springfield Railroad, was turned over to H. A. Fisher and associates. Upon the first day of January, 1887, the following lines were surrendered to Thomas M. Cooley, Receiver:

From Toledo, Ohio, westwardly to and through the State of Indiana, and thence in the State of Illinois to Meredosia, with branches of said road to Naples and East Hannibal, and from Meredosia to Camp Point; from Clayton to the east bank of the Mississippi River at Hamilton, and from Decatur to East St. Louis, in the State of Illinois; also the roads in Illinois known as the Chicago Division, extending northwardly from Effingham and Altamont by way of Strawn to Streator, and from Strawn to Chicago. Upon the first day of February, 1887, the line of road extending from Peoria to Jacksonville, Illinois, 81.9 miles, and known as the Peoria, Pekin & Jacksonville Railroad, and the line of road extending from Springfield to Havana, Illinois, 44.1 miles, and known as the Springfield & Northwestern Railroad, was surrendered to Wm. L. Hook and associates. On the first day of April, 1887, all the railroad and property in possession of and under control of Solon Humphreys and Thomas E. Tutt, Receivers, were turned over to James F. Joy, Thomas H. Hubbard, Ossian D. Ashley, and Edgar T. Wells, Purchasing Committee of the bondholders of the Wabash, St. Louis & Pacific Railway Company.



## REPORT

OF THE

## WABASH, ST. LOUIS &amp; PACIFIC RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

## CAPITAL STOCK.

|   |                         |
|---|-------------------------|
| Amount authorized by articles of association .....                  | \$ 52,626,800.00        |
| Amount authorized by vote of the company .....                      | 52,626,800.00           |
| Amount of common stock issued .....                                 | 28,404,400.00           |
| Amount of preferred stock issued and conditions of preference ..... | 24,222,400.00           |
| Total amount paid in, as per books of the company .....             | <u>\$ 52,626,800.00</u> |
|   |                         |
| Total miles of road now operated by company .....                   | 995                     |
| Amount of stock per mile of road .....                              | \$ 24,585.07            |

## DEBT.

Funded debt as follows:

|                                   |                  |
|-----------------------------------|------------------|
| Total amount of funded debt ..... | \$ 80,762,009.37 |
|-----------------------------------|------------------|

## BONDS.

Bonded debt as follows:

|   |                         |
|---|-------------------------|
| First mortgage bonds, Toledo & Illinois Railroad .....                | \$ 900,000.00           |
| First mortgage bonds, Lake Erie, Wabash & St. Louis Railroad .....    | 2,500,000.00            |
| First mortgage bonds, Great Western Railroad of 1859 .....            | 2,496,000.00            |
| First mortgage bonds, Illinois & Southern Iowa Railroad .....         | 800,000.00              |
| First mortgage bonds, Decatur & East St. Louis Railroad .....         | 2,700,000.00            |
| First mortgage bonds, Quincy & Toledo Railroad .....                  | 500,000.00              |
| First mortgage bonds, Great Western Railroad, west of Decatur .....   | 2,000.00                |
| Second mortgage bonds, Toledo & Wabash Railroad .....                 | 1,000,000.00            |
| Second mortgage bonds, Wabash & Western Railroad .....                | 1,500,000.00            |
| Second mortgage bonds, Great Western Railroad of 1859 .....           | 2,500,000.00            |
| Consolidated sinking fund bonds, Toledo, Wabash & Western Railroad .. | 2,610,000.00            |
| Wabash Railway funded debt bonds, 7 per cent .....                    | 578,500.00              |
| Wabash Railway funded debt bonds, graduated .....                     | 1,402,000.00            |
| Wabash Railway 7s of 1879 .....                                       | 2,000,000.00            |
| Graduated scrip certificates .....                                    | 552,150.50              |
| Seven per cent scrip certificates, from August 1, 1887 .....          | 115,385.00              |
| Seven per cent scrip certificates, from February 1, 1877 .....        | 361,814.87              |
| Collateral trust bonds .....  | 10,000,000.00           |
| First mortgage bonds, Hannibal & Naples Railroad .....                | 500,000.00              |
| First mortgage bonds, Champaign, Havana & Western Division .....      | 1,167,000.00            |
| First mortgage bonds, Chicago Division .....                          | 4,500,000.00            |
| First mortgage bonds, Havana, Rantoul & Eastern Railroad .....        | 300,000.00              |
| First mortgage bonds, Detroit Division .....                          | 2,052,000.00            |
| First mortgage bonds, Indianapolis Division .....                     | 2,000,000.00            |
| First mortgage bonds, Cairo Division .....                            | 3,857,000.00            |
| First mortgage bonds, Indianapolis, Peru & Chicago Railroad .....     | 275,000.00              |
| First mortgage bonds, Chicago, Cincinnati & Louisville Railroad ..... | 1,000,000.00            |
| First preferred mortgage bonds, Champaign, Havana & Western R. R. ..  | 340,900.00              |
| First mortgage bonds, North Missouri Railroad .....                   | 6,000,000.00            |
| First mortgage bonds, Omaha Division .....                            | 2,350,000.00            |
| First mortgage bonds, Clarinda Branch .....                           | 254,000.00              |
| First mortgage bonds, Iowa Division .....                             | 2,256,000.00            |
| First mortgage bonds, Centerville, Moravia & Albia Railroad .....     | 400,000.00              |
| Real estate and railway mortgage bonds, St. L., K. C. & N. R. R. .... | 3,000,000.00            |
| First mortgage bonds, St. Charles bridge .....                        | 1,000,000.00            |
| Second mortgage bonds, St. Charles Bridge .....                       | 388,500.00              |
| Real estate notes .....   | 68,000.00               |
| General mortgage bonds .....  | 17,000,000.00           |
| Havana Division scrip .....   | 23,509.00               |
| Iowa Division scrip .....   | 2,250.00                |
| Total .....   | <u>\$ 80,762,009.37</u> |

Floating debt:

|   |                  |
|---|------------------|
| Incurred for interest and rentals ..... | \$ 10,569,186.38 |
| Incurred for operation .....            | 154,349.16       |
| Receivers' certificates .....           | 469,750.00       |
| Total amount of floating debt .....     | \$ 11,133,185.54 |

Contingent liability as guarantor of bonds or debts of other roads:

|  |                         |
|--|-------------------------|
| Bonded debt .....                      | \$ 80,762,009.37        |
| Total amount of debt liabilities ..... | <u>\$ 91,945,194.91</u> |



|   |                 |
|---|-----------------|
| Amount of debt per mile of road.....              | \$ 26,071.00    |
| Amount of debt representing the road in Iowa..... | \$ 3,211,161.07 |
| Total amount of stock and debt.....               | 144,571,994.91  |
| Amount of stock and debt per mile of road.....    | 41,158.00       |

## COST OF ROAD AND EQUIPMENT.

|   |                |
|---|----------------|
| Total expended for construction .....                             | 119,338,706.92 |
| Average cost of construction per mile of road (3,488.3 miles).... | 34,211.13      |

## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                       | THROUGH.      | LOCAL.          | TOTAL.          |
|-----------------------|---------------|-----------------|-----------------|
| July, 1886 .....      | \$ 59,778.24  | \$ 166,182.98   | \$ 226,911.22   |
| August, 1886 .....    | 65,222.81     | 177,394.16      | 242,616.97      |
| September, 1886 ..... | 114,768.43    | 130,608.96      | 305,377.39      |
| October, 1886 .....   | 128,814.87    | 189,830.01      | 318,644.88      |
| November, 1886 .....  | 81,875.74     | 130,160.65      | 212,036.39      |
| December, 1886 .....  | 103,026.89    | 143,748.86      | 246,775.75      |
| January, 1887 .....   | 34,653.51     | 53,672.48       | 88,325.99       |
| February, 1887 .....  | 42,935.45     | 46,140.45       | 89,075.90       |
| March, 1887 .....     | 72,080.56     | 56,804.71       | 128,885.27      |
| April, 1887 .....     |               |                 |                 |
| May, 1887 .....       |               |                 |                 |
| June, 1887 .....      |               |                 |                 |
| Totals .....          | \$ 703,156.80 | \$ 1,154,491.26 | \$ 1,857,647.76 |

## FROM TRANSPORTATION OF FREIGHT.

|                       | THROUGH.        | LOCAL.          | TOTAL.          |
|-----------------------|-----------------|-----------------|-----------------|
| July, 1886 .....      | \$ 480,863.70   | \$ 277,638.18   | \$ 758,501.88   |
| August, 1886 .....    | 616,864.55      | 255,041.82      | 901,906.37      |
| September, 1886 ..... | 576,445.68      | 247,028.78      | 823,474.46      |
| October, 1886 .....   | 589,671.81      | 260,368.14      | 850,039.95      |
| November, 1886 .....  | 527,791.34      | 259,484.93      | 787,276.27      |
| December, 1886 .....  | 526,919.89      | 276,166.89      | 803,086.78      |
| January, 1887 .....   | 229,365.23      | 83,335.91       | 312,701.14      |
| February, 1887 .....  | 240,053.82      | 77,640.65       | 317,694.47      |
| March, 1887 .....     | 382,596.92      | 80,023.38       | 462,620.30      |
| April, 1887 .....     |                 |                 |                 |
| May, 1887 .....       |                 |                 |                 |
| June, 1887 .....      |                 |                 |                 |
| Totals .....          | \$ 4,200,572.97 | \$ 1,816,726.68 | \$ 6,017,299.65 |

## FROM ALL OTHER SOURCES.

|                       | MAILS.        | EXPRESS.      | MISCELLANEOUS. | TOTAL.        |
|-----------------------|---------------|---------------|----------------|---------------|
| July, 1886 .....      | \$ 26,662.97  | \$ 37,606.48  | \$ 8,672.25    | \$ 72,941.70  |
| August, 1886 .....    | 25,687.74     | 33,998.85     | 15,953.08      | 75,639.67     |
| September, 1886 ..... | 27,820.59     | 26,496.92     | 18,767.63      | 73,084.54     |
| October, 1886 .....   | 26,657.26     | 34,057.75     | 25,118.81      | 85,833.82     |
| November, 1886 .....  | 25,729.26     | 43,999.55     | 19,999.75      | 89,728.56     |
| December, 1886 .....  | 24,290.87     | 54,382.63     | 12,932.41      | 91,605.91     |
| January, 1887 .....   | 10,353.01     | 9,000.44      | 7,999.47       | 27,352.92     |
| February, 1887 .....  | 9,618.02      | 7,599.95      | 8,000.53       | 25,218.50     |
| March, 1887 .....     | 9,371.57      | 15,397.77     | 11,897.65      | 36,666.99     |
| April, 1887 .....     |               |               |                |               |
| May, 1887 .....       |               |               |                |               |
| June, 1887 .....      |               |               |                |               |
| Totals .....          | \$ 186,191.29 | \$ 262,540.36 | \$ 129,360.98  | \$ 578,092.63 |

## ANALYSIS OF EARNINGS.

## Earnings, passenger:

|  |                 |
|--|-----------------|
| From local passengers.....                     | \$ 1,154,491.26 |
| From through passengers.....                   | 703,156.50      |
| From all passengers.....                       | \$ 1,857,647.76 |
| From express and baggage .....                 | 262,540.36      |
| From mails.....                                | 186,191.29      |
| From other sources, passenger department ..... | 22,213.98       |
| Total earnings passenger department.....       | \$ 2,328,593.39 |

Passenger earnings per train mile run (2,499,609 miles)..... .9316

## Earnings, freight:

|   |                 |
|---|-----------------|
| From local.....                             | \$ 1,816,726.68 |
| From through .....                          | 4,200,572.97    |
| From other sources, freight department..... | 107,147.00      |
| Total earnings freight department.....      | \$ 6,124,446.65 |

Earnings per train mile run (3,848,258 miles)..... \$ 1.5656

Earnings per train mile run, from all trains earning revenue 1.33

Proportion of earnings for Iowa..... 243,301.35

Rents received for use of road..... 10,500.00

Earnings from all other sources..... 49,373.15

Total earnings from all sources .....

Earnings per mile of road operated (1,764.8 miles)..... 4,789.80

Proportion of earnings for Iowa..... 243,161.35



## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|  |                 |
|--|-----------------|
| Repairs of road-bed and track .....                            | \$ 780,602.56   |
| Renewal of rails .....   | 130,105.61      |
| Renewal of ties .....  | 156,283.33      |
| Repairs of bridges, including culverts and cattle-guards ..... | 187,863.39      |
| Repairs of fences, road-crossings and signs .....              | 42,420.71       |
| Repairs of buildings, stations and water-tanks .....           | 115,876.30      |
| Total .....  | \$ 1,413,574.90 |

## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                      |               |
|--------------------------------------|---------------|
| Repairs of locomotives .....         | \$ 337,306.53 |
| Repairs of passenger cars .....      | 186,414.92    |
| Repairs of freight cars .....        | 276,844.13    |
| Repairs of tools and machinery ..... | 47,541.30     |
| Total .....                          | \$ 850,006.88 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|  |                 |
|--|-----------------|
| Fuel for locomotives .....                         | \$ 412,526.35   |
| Water supply .....                                 | 69,696.95       |
| Oil and waste .....                                | 51,293.19       |
| Switching expenses .....                           | 237,851.95      |
| Locomotive service .....                           | 616,775.94      |
| Passenger train service .....                      | 99,655.60       |
| Passenger train supplies .....                     | 3,916.74        |
| Mileage of passenger cars (debit balance) .....    | 24,344.86       |
| Freight train service .....                        | 280,965.23      |
| Freight train supplies .....                       | 11,732.25       |
| Mileage of freight cars (credit balance) .....     | 17,711.49       |
| Telegraph expenses—maintenance and operating ..... | 124,630.47      |
| Damage and loss of freight and baggage .....       | 29,860.80       |
| Damages to property and cattle .....               | 44,720.80       |
| Personal injuries .....                            | 26,237.37       |
| Agents and station service .....                   | 637,766.77      |
| Station supplies .....                             | 89,135.30       |
| Sundries .....                                     | 132,910.50      |
| Total .....  | \$ 2,850,679.58 |

## CLASS 4.—GENERAL EXPENSES.

|   |               |
|---|---------------|
| Salaries of general officers and clerks .....                   | \$ 260,725.24 |
| Legal expenses .....  | 85,192.53     |
| Insurance .....   | 21,435.57     |
| Stationery and printing, outside agencies and advertising ..... | 301,618.62    |
| Contingencies .....   | 52,688.09     |
| Taxes in Iowa .....   | \$ 12,288.30  |
| Taxes in other States .....                                     | 174,118.31    |
| Total taxes .....   | 186,406.61    |
| Total .....   | \$ 878,066.66 |

## RECAPITULATION OF EXPENSES.

|   |                 |
|---|-----------------|
| Maintenance of way and buildings .....  | \$ 1,413,574.90 |
| Maintenance of motive power and cars .....  | 850,006.88      |
| Conducting transportation .....   | 2,850,679.58    |
| General expenses, including taxes .....   | 878,066.66      |
| Total operating expenses and taxes .....  | \$ 5,992,327.62 |
| Operating expenses and taxes per mile of road operated (1,764.8 miles) .....                        | \$ 3,395.47     |
| Operating expenses and taxes per train mile run, for trains earning revenue (6,347,867 miles) ..... | .94             |
| Proportion of operating expenses and taxes for Iowa .....   | 279,335.14      |
| Expenses of running and management of passenger trains .....  | \$ 393,839.79   |
| Expenses of running and management of passenger trains per train mile, cents .....                  | 15.7            |
| Expenses of running and management of freight trains .....  | 1,181,519.39    |
| Expenses of running and management of freight trains per train mile, cents .....                    | 30.7            |
| Expenses of running and management of all trains earning revenue .....                              | 1,575,359.18    |
| Percentage of expenses to earnings .....  | 68.68           |

## GENERAL EXHIBIT.

|  |                 |
|--|-----------------|
| Total earnings .....   | \$ 8,512,913.19 |
| Total expenses, including taxes .....  | 5,992,327.62    |
| Net earnings .....   | 2,520,585.57    |
| Rentals, specifying amount paid to each company :                                |                 |
| Peoria & Pekin Union Railway .....   | \$ 13,125.00    |
| Chicago & Western Indiana Railway .....  | 68,360.46       |
| Chicago, Burlington & Quincy Railway .....                                       | 11,316.72       |
| T. P. & W. R'y .....   | 6,000.00        |
| Other rentals .....  | 172,672.46      |
| Interest paid during the year .....  | 690,730.30      |
| Interest paid during the year on account of the road in Iowa .....               | None.           |
| Interest on funded debt .....  | 690,730.30      |
| Interest paid on funded debt .....   | 690,730.30      |
| Interest on floating debt .....  | 258,613.69      |
| Interest paid on floating debt .....   | 258,613.69      |
| Balance for the year .....   | 1,146,042.83    |
| Balance at commencement of the year .....  | 1,315,429.35    |
| Balance at the close of the year, June 30, 1887, credit of railroad income ..... | \$ 2,461,472.18 |

## GENERAL RECAPITULATION.

|  |                 |
|--|-----------------|
| Total earnings .....   | \$ 8,512,913.19 |
| Total operating expenses and taxes .....                       | 5,992,327.62    |
| Net earnings above operating expenses and taxes .....          | 2,520,585.57    |
| Net earnings above operating expenses, taxes and rental .....  | 2,520,585.57    |
| Gross earnings per train mile run (6,347,867 miles) .....      | \$ 1.33         |
| Net earnings per train mile run (6,347,867 miles) .....        | .39             |
| Percentage of net earnings to stock and debt .....             | 3.1             |
| Percentage of net earnings to cost of road and equipment ..... | 2.1             |



## TAXES.

## AMOUNT PAID FOR THE YEAR ENDING JUNE 30, 1887.

|                       |               |
|-----------------------|---------------|
| In Iowa .....         | \$ 12,368.30  |
| In other States ..... | 171,118.31    |
| Total taxes .....     | \$ 183,486.61 |

## SURPLUS.

|   |                 |
|---|-----------------|
| Surplus at the commencement of the year ..... | \$ 1,315,423.35 |
| Surplus at the close of the year .....        | 2,461,472.18    |

## GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS, MARCH 31, 1887.

## DEBIT.

|   |                 |
|---|-----------------|
| Equipment account .....   | \$ 836,346.74   |
| Chicago & Western Ind. R. R. sinking fund .....                             | 49,068.19       |
| Due from roads dropped for supplies and materials turned over to them ..... | 328,337.82      |
| Wabash, St. Louis & Pacific R'y Co balances liquidated and assumed .....    | 3,255,070.38    |
| Cash .....  | 435,939.42      |
| Due from agents and companies .....   | 391,623.85      |
| Materials and supplies on hand .....  | 248,687.18      |
| Total .....   | \$ 6,015,867.16 |

## CREDIT.

|   |                 |
|---|-----------------|
| Vouchers and accounts .....                         | \$ 591,812.93   |
| Receiver's certificates .....                       | 459,750.00      |
| James F. Joy and others, purchasing committee ..... | 1,142,832.95    |
| Income account .....                                | 2,461,472.18    |
| Total .....   | \$ 5,015,867.16 |

## DESCRIPTION OF ROAD.

|   |                      |
|---|----------------------|
| Length of main line of road, Albia to Fonda .....                                 | 181.09               |
| Length of main line of road in Iowa .....   | 181.09               |
| Aggregate length of sidings and other tracks, not above enumerated, in Iowa ..... | 19 miles 2,046 feet. |
| Total length of steel rails in track in Iowa, exclusive of sidings .....          | 1 mile 3,930 feet.   |
| Total length of iron rails in track in Iowa, miles .....                          | 182                  |
| Weights per yard, steel, lbs .....  | 52                   |
| Weights per yard, iron, lbs .....   | 28 to 30 and 52      |
| Gauge of track, 4 feet 8½ inches, 67 miles; 3 feet 114.09 miles.                  |                      |

## ROADS AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

|  |        |
|--|--------|
| Name, description and length of each:  |        |
| Des Moines & Northwestern R'y .....  | 114.09 |
| Des Moines & St. Louis R. R. ....  | 67.00  |
| Total length of above roads .....  | 181.09 |
| Total length of above roads in Iowa .....  | 181.09 |
| Total miles of road operated by this company .....   | 181.09 |
| Total miles of road operated by this company in Iowa not reported by any other company ..... | 180.09 |

## STATIONS.

|   |    |
|---|----|
| Number of stations in Iowa .....                      | 23 |
| Number of telegraph offices in stations in Iowa ..... | 22 |

## EMPLOYEES.

|                         |     |
|-------------------------|-----|
| Number of in Iowa ..... | 240 |
|-------------------------|-----|

## BRIDGES IN IOWA.

|                               | Number. | Aggregate length. |
|-------------------------------|---------|-------------------|
| Wooden trestle and pile ..... | 251     | 23,017            |

## BOX CULVERTS IN IOWA.

|              |     |
|--------------|-----|
| Timber ..... | 290 |
|--------------|-----|

## CATTLE-GUARDS.

|                         |     |
|-------------------------|-----|
| Number of in Iowa ..... | 432 |
|-------------------------|-----|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|  |   |
|--|---|
| Timber culverts replaced with sewer pipe ..... | 4 |
|--|---|

## ROAD-BED AND TRACK.

|  |        |
|--|--------|
| Number of track sections in Iowa .....                         | 22     |
| Average length of sections, miles .....                        | 8      |
| Average number of men in each section gang .....               | 3      |
| Number of new ties laid in track during the year in Iowa ..... | 12,135 |
| Average number of new ties per mile of road .....              | 67     |

## CROSSINGS IN IOWA.

|   |     |
|---|-----|
| What road crosses your road at grade, and at what locality?                 |     |
| Chicago, Burlington & Quincy, at Albia,                                     |     |
| Chicago, Rock Island & Pacific, at Harvey.                                  |     |
| Chicago & Northwestern, at Des Moines.                                      |     |
| Chicago, Rock Island & Pacific, at Des Moines—2 crossings.                  |     |
| Chicago, St. Paul & Kansas City, at Des Moines.                             |     |
| Des Moines & Ft. Dodge, at Wauke.   |     |
| Chicago, Milwaukee & St. Paul, at Herndon.                                  |     |
| Chicago & Northwestern, at Eads.  |     |
| Chicago & Northwestern, at Jefferson.                                       |     |
| What railroads cross your road, either over or under, and at what locality? |     |
| Chicago, Burlington & Quincy, at Albia.                                     |     |
| Number of highway crossings at grade .....                                  | 211 |
| Number of highway crossings at which there are flagmen .....                | 4   |
| Number of highway crossings over railroad .....                             | 1   |
| Number of highway crossings under railroad .....                            | 2   |



## FENCING IN IOWA.

|  |          |
|--|----------|
| How many miles of fencing have you on your road in Iowa .....              | 17.50    |
| What is the average cost per rod.....                                      | 34       |
| What is the total cost of same.....  | 1,850.00 |
| How many miles of new fencing have you built during the year .....         | 50       |
| Give the number of miles needed on both sides of your track in each county |          |
| In Iowa:   |          |
| In Monroe county .....   | 6.75     |
| In Marion county.....  | 35.25    |
| In Polk county.....  | 23.00    |
| In Dallas county.....  | 21.00    |
| In Guthrie county.....   | 30.00    |
| In Greene county.....  | 27.00    |
| In Calhoun county.....   | 25.00    |
| In Pocahontas county.....  | 2.00     |
| Total miles.....   | 178.00   |

## ROLLING STOCK.

|   | Owned. | Total. |
|---|--------|--------|
| Number of passenger cars.....   | 69     | 69     |
| Number of baggage, mail and express cars.....   | 48     | 48     |
| Number of parlor and sleeping cars .....  | 4      | 4      |
| Number of cabooses.....   | 111    | 111    |
| Number of dining cars.....  | 1      | 1      |
| Number of box freight cars .....  | 4,012  | 4,012  |
| Number of stock cars .....  | 940    | 940    |
| Number of platform and coal cars .....  | 1,198  | 1,198  |
| Number of other cars .....  | 47     | 47     |
| Total number of cars .....  | 6,434  | 6,434  |
| Number of locomotives.....  |        | 197    |
| Maximum weight of locomotives and tenders, tons .....   |        | 8134   |
| Average weight of locomotives and tenders, tons .....   |        | 684    |
| Number of locomotives equipped with train brake .....   |        | 56     |
| Maximum weight of passenger cars, pounds.....   |        | 65,000 |
| Average weight of passenger cars, pounds.....   |        | 50,000 |
| Number of passenger cars equipped with train brake.....   |        | 40     |
| Number of passenger cars equipped with Miller platform and buffer .....   |        | 40     |
| The amount of tonnage that can be carried over your road in Iowa exclusive of cars, by an engine of given weight. Weight of engine, 30 tons; 300. |        |        |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |           |
|--|-----------|
| Miles run by passenger trains during the year.....               | 2,499,609 |
| Miles run by freight trains during the year.....                 | 3,848,283 |
| Miles run by switching trains during the year .....              | 1,538,065 |
| Miles run by construction and repair trains during the year..... | 261,420   |
| Total train mileage .....  | 8,137,382 |

## CARS AND WEIGHT OF TRAINS.

|   |         |
|---|---------|
| Average number of cars in passenger trains.....                   | 4.7     |
| Average weight of passenger trains, exclusive of passengers ..... | 80,400  |
| Average number of cars in freight trains.....                     | 23.04   |
| Average weight of freight trains, exclusive of freight.....       | 500,000 |

## PASSENGER TRAFFIC.

|   |            |
|---|------------|
| Number of through passengers carried .....                    | 216,234    |
| Number of local passengers carried.....                       | 1,582,797  |
| Total number of passengers carried .....                      | 1,799,031  |
| Total passenger mileage or passengers carried one mile.....   | 90,958,336 |
| Average distance traveled by each passenger, miles.....       | 50.6       |
| Average amount received from each passenger .....             | \$ 1.0326  |
| Highest rate of fare per mile for any distance, cents.....    | 8          |
| Average rate of fare per mile for all passengers, cents ..... | 2.042      |

## FREIGHT TRAFFIC.

|  |             |
|--|-------------|
| Number of tons of through freight carried.....   | 2,628,002   |
| Number of tons of local freight carried.....   | 1,292,491   |
| Total tons of freight carried .....  | 3,920,493   |
| Total mileage of through freight (tons carried one mile) .....   | 581,372,862 |
| Total mileage of local freight (tons carried one mile) .....   | 136,738,938 |
| Total freight mileage, or tons carried one mile .....  | 718,111,800 |
| Average rate per ton per mile received for through freight, cents.....   | 0.723       |
| Average rate per ton per mile received for local freight .....   | 1.329       |
| Average rate per ton per mile received for all freight .....   | 0.838       |
| Average cost per ton per mile to move freight .....  | 0.570       |
| Percentage of freight originating at, and carried to stations in Iowa, as compared with total freight carried in Iowa. (This should not include fuel or any material for the use of the road)..... | Not known.  |

## CAR MILEAGE.

|  |            |
|--|------------|
| Number of miles run by loaded freight cars east and south..... | 32,567,665 |
| Number of miles run by loaded freight cars west and north..... | 32,567,665 |
| Number of miles run by empty freight cars east and south.....  | 11,751,139 |
| Number of miles run by empty freight cars west and north.....  | 11,751,139 |
| Total freight car mileage.....                                 | 88,637,609 |

|  |      |
|--|------|
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south ..... | 26.5 |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north.....  | 26.5 |

## SPEED OF TRAINS IN IOWA.

|   |    |
|---|----|
| Rate of speed of passenger trains, including stops, miles ..... | 30 |
| Rate of speed of freight trains, including stops, miles.....    | 12 |



## TONNAGE OF ARTICLES TRANSPORTED.

|   | TONS.     | PER CENT. |
|---|-----------|-----------|
| Grain.....  | 1,662,197 | 28.8      |
| Flour.....  | 96,170    | 2.2       |
| Animals.....  | 311,189   | 7.4       |
| Other agricultural products.....                            | 432,706   | 11.8      |
| Coal.....   | 757,148   | 19.2      |
| Ores, iron, steel and castings.....                         | 17,260    | 0.4       |
| Manufactures—articles shipped from point of production..... | 1,340,801 | 31.4      |
| Total tons carried.....                                     | 3,620,483 | 100       |

## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|  | TONS.  | PER CENT. |
|--|--------|-----------|
| Grain.....   | 89,310 | 7.69      |
| Flour.....   | 24,637 | 34.972    |
| Animals.....   | 8,490  | 1.202     |
| Other agricultural products.....                           | 93,483 | 202.463   |
| Coal.....  | 188    |           |
| Iron, steel and castings.....                              |        |           |
| Manufactures, and other articles not enumerated above..... |        |           |
| Total tons carried.....                                    |        |           |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freight at the depot, or at the office of such express company? Pacific Express Company. What receives a portion of the earnings.

## SLEEPING-CARS.

Do sleeping, parlor, or dining-cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Pullman, Wagner and Woodruff.

What is the total amount paid by your company to palace or sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings. Sleeping-car companies receive entire earnings.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$101.75 per mile, \$100.00 to Ottumwa; \$50.45 per mile, Des Moines to Fond du Lac; \$42.75 per mile, Harveysville to Des Moines.

What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$28.00.

## TELEGRAPH.

What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? Western Union Telegraph Company.

## REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1887.

## KILLED.

| DATE.       | NAME AND OCCUPATION.                | PLACE.          | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.  |
|-------------|-------------------------------------|-----------------|---|
| 1886.       |                                     |                 |   |
| October 6   | J. T. Parks, brakeman.....          | Moulton.....    | Coupling; carelessness; killed.   |
| November 17 | John Farran, section laborer.....   | Panora.....     | Struck by snow plow train; gross carelessness on his part; killed.                                |
| November 17 | Gideon Farron, section laborer..... | Panora.....     | Struck by snow plow train; gross carelessness on his part; killed.                                |
| December 22 | Wm. Hughes, switchman.....          | Des Moines..... | While riding cars, being switched, he carelessly let them come together with great force; killed. |

## INJURED.

|             |                                      |                 |  |
|-------------|--------------------------------------|-----------------|--|
| 1886.       |                                      |                 |  |
| July 3      | Warren Rabbett, switchman.....       | Des Moines..... | Fell from train; careless; face bruised.                               |
| July 27     | Louis Knudson, brakeman.....         | Ottumwa.....    | Coupling; careless; hand bruised.                                      |
| Sept. 8     | Wm. Leonard, passenger.....          | Panora.....     | Fell from train; drunk; bruised.                                       |
| October 16  | Thos. Mead, yardman.....             | Des Moines..... | Finger caught in car door; accidental; finger broken.                  |
| October 11  | Wm. Collier, trucker.....            | Des Moines..... | Car door fell on foot; accidental; foot bruised.                       |
| November 10 | John Warren, laborer.....            | Red Rock.....   | Struck by splinter from maul; accident; arm cut.                       |
| November 17 | Jos. Davis, laborer.....             | Panora.....     | Struck by snow plow train; gross carelessness; both ankles dislocated. |
| November 14 | Jas. Daverson, brakeman.....         | West Grove..... | Deraillment; accidental; ankles sprained.                              |
| November 14 | J. B. Berry, passenger.....          | West Grove..... | Deraillment; accidental; chest bruised.                                |
| November 14 | M. J. Burnett, sectionman.....       | West Grove..... | Deraillment; accidental; right knee sprained.                          |
| November 14 | Edw. Gaul, sectionman.....           | West Grove..... | Deraillment; accidental; head and back bruised.                        |
| November 14 | James Garnt, sectionman.....         | West Grove..... | Deraillment; accidental; head and eye bruised.                         |
| November 26 | Wm. Welsh, track laborer.....        | Carbon.....     | Loading rails; carelessness; toe of left foot bruised.                 |
| November 20 | Thos. H. Quinn, brakeman.....        | Dunreath.....   | While unloading rubble car; carelessness; hand bruised.                |
| December 25 | G. Welsh, switchman.....             | Des Moines..... | Coupling cars; carelessness; collar bone broken.                       |
| 1887.       |                                      |                 |  |
| January 4   | Geo. W. Cretes, laborer.....         | Des Moines..... | Struck by turn-table lever; teeth loosened.                            |
| February 15 | M. M. Hammer, switchman.....         | Des Moines..... | Caught between cars; carelessness; back sprained.                      |
| February 28 | Chas. Luger, laborer.....            | Bloomfield..... | Loading rails; accidental; two fingers on right hand bruised.          |
| February 9  | Jerry Shea, di-patcher's helper..... | Ottumwa.....    | Round-house lamp took fire; accidental; burned trying to fire out.     |



## TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT.       | KILLED.     |            |         | INJURED.    |            |         |
|--------------------------|-------------|------------|---------|-------------|------------|---------|
|                          | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Derailments.....         | 1           | 1          | 1       | 1           | 1          | 1       |
| Collisions.....          | 1           | 1          | 1       | 1           | 1          | 1       |
| Coupling cars.....       | 1           | 1          | 1       | 1           | 1          | 1       |
| Falling from trains..... | 1           | 1          | 1       | 1           | 1          | 1       |
| Miscellaneous.....       | 2           | 1          | 1       | 1           | 1          | 1       |
| Total.....               | 4           | 4          | 2       | 17          | 17         | 17      |

## Summary of accidents for Iowa:

|  |    |
|--|----|
| Number of persons killed during the year.....                          | 4  |
| Number of persons injured during the year.....                         | 19 |
| Number of casualties purely accidental during the entire year.....     | 11 |
| Number resulting from lack of caution, carelessness or misconduct..... | 11 |
| Number of persons injured while intoxicated.....                       | 1  |

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—O. D. Ashley, New York.  
 Vice-President—Edgar T. Wells, New York.  
 Treasurer—D. S. H. Smith, St. Louis, Missouri.  
 General Manager—Charles M. Hays, St. Louis, Missouri.  
 General Superintendent—H. L. Magee, Moberly, Missouri; C. F. Meek, Des Moines, Iowa.  
 General Superintendent—J. S. Goodrich, Chicago, Illinois.  
 Chief Engineer—W. S. Lincoln, St. Louis, Missouri.  
 Superintendent of Telegraph—G. C. Kinsman, Decatur, Illinois.  
 Auditor—D. B. Howard, St. Louis, Missouri.  
 General Passenger Agent—F. Chandler, St. Louis, Missouri.  
 General Freight Agent—M. Knight, St. Louis, Missouri.  
 General Solicitor—Wells H. Blodgett, St. Louis, Missouri.  
 Receivers—Solon Humphreys, New York; Thos. E. Tutt, St. Louis, Missouri.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

O. D. Ashley, New York.  
 Thomas H. Hubbard, New York.  
 A. A. Talmage, St. Louis, Missouri.  
 Edgar T. Wells, New York.  
 James F. How, St. Louis, Missouri.  
 Richard A. Elmer, New York.  
 Silas J. Lawrence, New York.  
 Peter B. Wyckoff, New York.  
 Edw. H. Nichols, New York.

Date of annual meeting of stockholders, second Tuesday in March.  
 Fiscal year of company ends December 31st.  
 General offices of the company are located at St. Louis, Missouri.

STATE OF MISSOURI, }  
 CITY OF ST. LOUIS. }

James F. How, General Agent for Solon Humphreys and Thomas E. Tutt, Receivers of the Wabash, St. Louis & Pacific Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of his knowledge and belief.

(Signed)

JAMES F. HOW, General Agent.

For Solon Humphreys &amp; Thomas E. Tutt, Receivers of the Wabash, St. Louis &amp; Pacific.

Subscribed and sworn to before me, this 6th day of September, A. D. 1887.

MILLARD F. WATTS,

Notary Public, City of St. Louis, Mo.

[L. S.]

Received and filed in the office of the Commissioners of Railroad, this 8th day of September, A. D. 1887.

E. G. MORGAN, Secretary.



## REPORT

OF THE

## KEOKUK &amp; WESTERN RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

## CAPITAL STOCK.

|   |                 |                 |
|---|-----------------|-----------------|
| Amount authorized by articles of association.....     | \$ 4,000,000.00 |                 |
| Amount authorized by vote of the company.....         | 4,000,000.00    |                 |
| Number of shares issued, 40,000; amount paid in.....  |                 | \$ 4,000,000.00 |
| Amount of common stock issued.....                    | 4,000,000.00    |                 |
| Total amount paid in as per books of the company..... |                 | \$ 4,000,000.00 |
| Total miles of road owned by company.....             | 142.3423        |                 |
| Amount of stock per mile of road.....                 | \$ 28,000.00    |                 |
| Amount of stock representing the road in Iowa.....    | 2,041,958.00    |                 |
| Amount of stock held in Iowa.....                     | 72,000.00       |                 |
| Total number of stockholders.....                     | 97              |                 |
| Number of stockholders in Iowa.....                   | 3               |                 |

## DEBT.

Funded debt as follows:

|   |              |                 |
|---|--------------|-----------------|
| First mortgage bonds, due Dec. 24, 1887, rate of interest.... | 7 per cent.  | \$ 340,000.00   |
| Amount of interest paid on same during the year.....          | \$ 11,900.00 |                 |
| Total amount of funded debt.....                              |              | \$ 340,000.00   |
| Total amount of debt liabilities.....                         |              | \$ 340,000.00   |
| Amount of debt per mile of road.....                          | \$ 2,386.00  |                 |
| Amount of debt representing the road in Iowa.....             | 174,178.00   |                 |
| Total amount of stock and debt.....                           |              | \$ 4,340,000.00 |
| Amount of stock and debt per mile of road.....                | 30,350.00    |                 |
| Amount of interest paid representing the road in Iowa.....    | 6,074.82     |                 |

REMARKS.—The road was bid in by the bondholders for \$4,000,000.00.

## COST OF EQUIPMENT.

|  |               |
|--|---------------|
| Locomotives.....                               | \$ 66,200.00  |
| Passenger, mail, baggage and express cars..... | 22,000.00     |
| Freight and other cars.....                    | 237,950.00    |
| Wrecking-cars, pile-drivers and tools.....     | 500.00        |
| Total for equipment.....                       | \$ 326,650.00 |

|   |             |
|---|-------------|
| Average cost of equipment per mile of road operated by company (148 miles)..... | \$ 2,207.00 |
| Proportion of cost of equipment for Iowa.....                                   | 16,985.80   |

## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                      | THROUGH.    | LOCAL.       | TOTAL.       |
|----------------------|-------------|--------------|--------------|
| July, 1886.....      | \$ 381.15   | \$ 4,788.53  | \$ 5,169.68  |
| August, 1886.....    | 634.20      | 6,763.85     | 7,398.05     |
| September, 1886..... | 825.05      | 5,162.22     | 5,987.27     |
| October, 1886.....   | 866.25      | 4,173.91     | 5,040.16     |
| November, 1886.....  | 735.84      | 2,997.76     | 3,733.60     |
| December, 1886.....  | 311.74      | 3,409.84     | 3,721.28     |
| January, 1887.....   | 412.67      | 3,127.68     | 3,540.35     |
| February, 1887.....  | 667.38      | 3,668.50     | 4,335.88     |
| March, 1887.....     | 1,046.52    | 4,740.27     | 5,786.79     |
| April, 1887.....     | 782.65      | 3,850.67     | 4,633.32     |
| May, 1887.....       | 715.88      | 4,052.94     | 4,768.82     |
| June, 1887.....      | 712.08      | 4,631.91     | 5,343.99     |
| Total.....           | \$ 5,081.41 | \$ 51,367.78 | \$ 59,449.19 |

## FROM TRANSPORTATION OF FREIGHT.

|                      | THROUGH.     | LOCAL.        | TOTAL.        |
|----------------------|--------------|---------------|---------------|
| July, 1886.....      | \$ 5,706.44  | \$ 5,988.58   | \$ 11,695.02  |
| August, 1886.....    | 6,357.82     | 10,272.58     | 16,630.40     |
| September, 1886..... | 5,778.39     | 12,878.33     | 18,656.72     |
| October, 1886.....   | 6,226.85     | 13,726.15     | 19,953.00     |
| November, 1886.....  | 8,519.49     | 12,426.44     | 20,945.93     |
| December, 1886.....  | 6,154.78     | 14,408.63     | 20,563.41     |
| January, 1887.....   | 6,009.15     | 10,426.55     | 16,435.70     |
| February, 1887.....  | 5,071.03     | 10,708.56     | 15,779.59     |
| March, 1887.....     | 6,264.61     | 11,980.73     | 18,245.34     |
| April, 1887.....     | 3,664.83     | 9,420.21      | 13,085.04     |
| May, 1887.....       | 5,798.63     | 9,778.88      | 15,577.51     |
| June, 1887.....      | 5,426.71     | 10,284.17     | 15,710.88     |
| Total.....           | \$ 70,978.73 | \$ 132,300.81 | \$ 203,279.54 |



## MONTHLY EARNINGS—FROM ALL OTHER SOURCES.

|                      | MAILS.      | EXPRESS.    | MISCELLANEOUS. | TOTAL.       |
|----------------------|-------------|-------------|----------------|--------------|
| July, 1886.....      | \$ 611.84   | \$ 800.00   | \$ 3,014.28    | \$ 4,426.12  |
| August, 1886.....    | 611.84      | 800.00      | 2,767.12       | 4,178.96     |
| September, 1886..... | 611.85      | 600.00      | 3,929.66       | 5,141.51     |
| October, 1886.....   | 611.84      | 600.00      | 3,679.95       | 4,891.79     |
| November, 1886.....  | 611.84      | 600.00      | 3,801.49       | 5,013.33     |
| December, 1886.....  | 611.85      | 600.00      | 3,962.80       | 5,174.65     |
| January, 1887.....   | 611.85      | 600.00      | 3,367.04       | 4,580.89     |
| February, 1887.....  | 611.84      | 600.00      | 2,870.10       | 4,081.94     |
| March, 1887.....     | 611.84      | 600.00      | 3,258.73       | 4,470.57     |
| April, 1887.....     | 611.84      | 600.00      | 2,669.93       | 3,911.77     |
| May, 1887.....       | 612.62      | 600.00      | 3,585.63       | 4,798.25     |
| June, 1887.....      | 611.84      | 600.00      | 3,542.06       | 4,753.90     |
| Totals.....          | \$ 7,342.89 | \$ 7,600.00 | \$ 40,468.79   | \$ 55,411.68 |

## ANALYSIS OF EARNINGS.

|   |               |               |
|---|---------------|---------------|
| Earnings, passenger:  |               |               |
| From local passengers.....  | \$ 51,367.78  |               |
| From through passengers.....  | 8,081.41      |               |
| From all passengers.....  |               | \$ 59,449.19  |
| From express and baggage.....   |               | 8,427.90      |
| From mails.....   |               | 7,342.89      |
| Total earnings passenger department.....  |               | \$ 75,219.98  |
| Earnings per train mile run (114,555 miles), cents.....                           | 65%           |               |
| Earnings, freight:  |               |               |
| From local.....   | \$ 132,300.81 |               |
| From through.....   | 70,978.73     |               |
| Total earnings, freight department.....   |               | \$ 203,279.54 |
| Earnings per train mile run (163,493 miles).....                                  | \$ 1.24       |               |
| Earnings per train mile run, from all trains earning revenue (278,048 miles)..... | 1.004         |               |
| Proportion of earnings for Iowa.....  | 162,330.35    |               |
| Rents received for use of road.....   |               | 5,591.06      |
| Car mileage (credit balances).....  |               | 29,197.13     |
| Earnings from all other sources.....  |               | 1,853.28      |
| Total earnings from all sources.....  |               | \$ 318,140.41 |
| Earnings per mile of road operated (148 miles).....                               | \$ 2,149.60   |               |
| Proportion of earnings for Iowa.....  | 162,407.34    |               |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|   |                |
|---|----------------|
| Repairs of road-bed and track.....                            | \$ 82,324.58   |
| Renewal of rails (No. tons laid, steel).....                  | 1,194 172.2240 |
| Renewal of ties (No. laid).....                               | 35,033         |
| Repairs of bridges, including culverts and cattle-guards..... | 6,033.25       |
| Repairs of fences, road-crossings and signs.....              | 3,408.02       |
| Repairs of buildings, stations and water-tanks.....           | 2,595.27       |
| Total.....  | \$ 94,450.92   |

## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                      |              |
|--------------------------------------|--------------|
| Repairs of locomotives.....          | \$ 12,236.45 |
| Repairs of passenger cars.....       | 3,624.68     |
| Repairs of freight cars.....         | 9,731.09     |
| Repairs of superintendent's car..... | 206.76       |
| Repairs of tools and machinery.....  | 1,190.95     |
| Total.....                           | \$ 26,989.87 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|  |              |
|--|--------------|
| Water supply.....  | \$ 3,964.21  |
| Locomotive service, including fuel, oil, etc.....                            | 34,931.80    |
| Freight on new equipment.....  | 3,195.32     |
| Freight train service, includes passenger train service.....                 | 18,112.96    |
| Rent of track.....   | 5,240.20     |
| Mileage of freight cars (debit balance), includes passenger car mileage..... | 1,377.99     |
| Damages to property and cattle.....  | 3,557.07     |
| Personal injuries.....   | 66.85        |
| Agents and station service.....  | 22,295.42    |
| Pool expense.....  | 602.25       |
| Mail expense.....  | 228.25       |
| Total.....   | \$ 93,001.62 |

## CLASS 4.—GENERAL EXPENSES.

|  |              |
|--|--------------|
| Salaries of general officers and clerks.....                   | \$ 11,643.61 |
| Legal expenses.....  | 18,768.84    |
| Insurance.....   | 1,065.54     |
| Stationery and printing, outside agencies and advertising..... | 1,366.37     |
| Receiver's expense.....  | 2,700.00     |
| Contingencies.....   | 2,388.88     |
| Taxes in Iowa.....   | 1,529.67     |
| Wisconsin, Iowa & Nebraska Railway bonds.....                  | 6,500.00     |
| Total.....   | \$ 45,962.94 |

## RECAPITULATION OF EXPENSES.

|   |               |
|---|---------------|
| Maintenance of way and buildings.....   | \$ 94,450.92  |
| Maintenance of motive power and cars.....   | 26,989.87     |
| Conducting transportation.....  | 93,601.62     |
| General expenses, including taxes.....  | 45,962.94     |
| Total operating expenses and taxes.....   | \$ 261,005.35 |
| Operating expenses and taxes per mile of road operated (148 miles).....                                 | \$ 176.355    |
| Operating expenses and taxes per train mile run, for trains earning revenue (278,048 miles), cents..... | .94           |
| Proportion of operating expenses and taxes for Iowa.....  | \$ 133,240.49 |
| Percentage of expenses to earnings.....   | .82           |



## GENERAL EXHIBIT.

|   |    |            |
|---|----|------------|
| Total earnings.....   | \$ | 318,146.41 |
| Total expenses, including taxes .....                             |    | 261,005.35 |
| Net earnings .....  |    | 57,135.06  |
| Rentals, specifying amount paid to each company:                  |    |            |
| St. Louis, Kansas City & Northwestern Railway.....                | \$ | 3,115.20   |
| Centerville, Moravia & Albia Railroad.....                        |    | 2,125.00   |
| Total .....   |    | 5,240.20   |
| Interest accruing during the year.....                            |    | 11,900.00  |
| Interest paid during the year .....                               |    | 11,900.00  |
| Interest paid during the year on account of the road in Iowa..... |    | 6,074.83   |
| Interest on funded debt.....                                      |    | 11,900.00  |
| Interest paid on funded debt.....                                 |    | 11,900.00  |
| Balance at the close of the year, June 30, 1887.....              | \$ | 45,235.06  |

## GENERAL RECAPITULATION.

|   |    |            |
|---|----|------------|
| Total earnings.....   | \$ | 318,146.41 |
| Total operating expenses and taxes .....                      |    | 261,005.35 |
| Net earnings above operating expenses and taxes.....          |    | 57,135.06  |
| Net earnings above operating expenses, taxes and rentals..... |    | 57,135.06  |
| Gross earnings per train mile run (278,048 miles).....        |    |            |
| Net earnings per train mile run (278,048 miles).....          | \$ | 1.14½      |
| Percentage of net earnings to stock and debt.....             |    | .02        |
|   |    | .13        |

## TAXES.

## AMOUNT PAID FOR YEAR ENDING JUNE 30, 1887.

|              |    |          |
|--------------|----|----------|
| In Iowa..... | \$ | 1,529.67 |
|--------------|----|----------|

## DESCRIPTION OF ROAD.

|  |               |
|--|---------------|
| Length main line of road from Alexandria to Van Wert .....   | 142 3423-5280 |
| Length main line of road in Iowa .....   | 73 438-5280   |
| Length of main line in Missouri.....   | 69 2985-5280  |
| Branches owned by this company:  |               |
| From Alexandria, Missouri, to Keokuk, Iowa, 5 557-5280 miles leased of St. Louis, Keokuk & Northwestern Railway. |               |
| Total length of road belonging to this company.....  | 142 3423-5280 |
| Total length of road belonging to this company in Iowa .....   | 73 438-5280   |
| Aggregate length of sidings and other tracks not above enumerated .....  | 16 3691-5280  |
| Same in Iowa.....  | 11 427-5280   |
| Total length of steel rails in tracks in Iowa, exclusive of sidings .....  | 16 1962-5280  |
| Total length of iron rails in tracks in Iowa .....   | 56 2756-5280  |
| Weights per yard, steel, 60 pounds.  |               |
| Weights per yard, iron, 52 pounds.   |               |

## ROAD AND BRANCHES BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

|  |    |
|--|----|
| Name, description and length of each:                                |    |
| O., M. & A. R. R. from Relay to Albia, miles.....                    | 34 |
| Total length of above roads.....                                     | 24 |
| Total miles of road operated by this company, earnings not included. |    |

## STATIONS.

|  |    |
|--|----|
| Number of stations on all roads owned by this company.....     | 27 |
| Same in Iowa.....  | 14 |
| Number of stations on all roads operated by this company ..... | 31 |
| Same in Iowa.....  | 18 |
| Number of telegraph offices in stations in Iowa.....           | 15 |

## EMPLOYEES.

|  |               |
|--|---------------|
| Number of persons regularly employed on all roads operated by this company .....   | 250           |
| Same in Iowa.....  | 200           |
| Amount paid employees, including officials, on all roads operated by this company, for the year ending June 30, 1887 ..... | \$ 161,403.47 |
| Same in Iowa. All in Iowa except small amounts to station agent and laborers.  |               |

## BRIDGES IN IOWA.

|   | No. | Aggregate Length. |
|---|-----|-------------------|
| Wooden truss bridges over 100 feet in length..... | 1   | 125               |
| Wooden trestle and pile.....                      | 81  | 6,673             |

## BOX CULVERTS IN IOWA.

|            |    |       |
|------------|----|-------|
| Brick..... | 67 | 2,680 |
| Stone..... | 3  | 330   |

## CATTLE-GUARDS.

|                        |     |       |
|------------------------|-----|-------|
| Number of in Iowa..... | 231 | 1,848 |
|------------------------|-----|-------|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|   |        |
|---|--------|
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.).....               | 25,000 |
| Timber culverts replaced with sewer pipe.....   | 2 36   |
| Timber culverts replaced with timber .....  | 2 38   |
| Give the average number of years the trestle and pile bridges last on your road in Iowa, about..... | 8      |
| Give the average number of years that wooden truss bridges last on your road in Iowa .....          | 8      |

## ROAD-BED AND TRACK.

|   |        |
|---|--------|
| Number of track sections in Iowa.....   | 13     |
| Average length of sections, miles.....  | 5½     |
| Average number of men in each section gang .....  | 4½     |
| Number of new ties laid in track during the year in Iowa.....   | 17,724 |
| Average number of new ties per mile of road .....   | 240    |
| New rails laid in track during the year in Iowa—steel, tons .....                                       | 2 4-5  |
| What is the average number of years that iron rails last in your track on main line in Iowa, about..... | 10     |
| What is the average number of years that ties last in your track in Iowa ....                           | 8      |



## CROSSINGS IN IOWA.

What railroad crosses your road at grade and at what locality?

Chicago, Burlington & Quincy Railroad at Humeston.  
Des Moines, Osceola & Southern Railroad at Van Wert.  
Chicago, Burlington & Kansas City Railroad at Sedan.  
Chicago, Rock Island & Pacific Railroad at Centerville.

What railroads cross your road, over, and at what locality?

Chicago, Milwaukee &amp; St. Paul, at Brazil.

Number of highway crossings at grade..... 88

## FENCING IN IOWA.

How many miles of fencing have you on your road in Iowa ..... 27½

What is the average cost per rod, cents ..... 75

What is the total cost of same ..... \$ 13,820.00

How many miles of new fencing have you built during the year ..... 8¼

Give the number of miles needed on both sides of your track in each county

In Iowa:

In Appanoose county ..... 10

In Wayne county ..... 23½

In Decatur county ..... 11¼

Total ..... 45¼

## ROLLING STOCK.

|   | Leased. | Owned. | Total. |
|---|---------|--------|--------|
| Number passenger cars.....                    | 7       | 7      | 7      |
| Number of baggage, mail and express cars..... | 2       | 2      | 2      |
| Number of box freight cars.....               | 383     | 383    | 383    |
| Number of stock cars.....                     | 174     | 174    | 174    |
| Number of platform and coal cars.....         | 196     | 196    | 196    |
| Number of other cars.....                     | 9       | 9      | 9      |
| Total number of cars.....                     | 771     | 771    | 771    |

Number of locomotives..... 12

Maximum weight of locomotives and tenders ..... 49 tons.

Average weight of locomotives and tenders ..... 39 tons.

Number of locomotives equipped with train brake..... 8

Number of locomotives equipped with driver brake..... 8

Maximum weight of passenger cars..... 23 tons.

Average weight of passenger cars..... 20 tons.

Number of passenger cars equipped with train brake.....

Number of freight cars equipped with train brake. All common brakes.

Number of passenger cars equipped with Miller platform and buffer..... 9

The amount of tonnage that that can be carried over your road in Iowa, ex-

clusive of cars, by an engine of given weight. Weight of engine, 35 tons

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

Miles run by passenger trains during the year ..... 114,565

Miles run by freight trains during the year ..... 163,409

Miles run by switching trains during the year ..... 85,990

Miles run by construction and repair trains during the year ..... 54,539

Total train mileage..... 418,493

## CARS AND WEIGHT OF TRAINS.

|  |     |
|--|-----|
| Average number of cars in passenger trains.....                        | 3   |
| Average weight of passenger trains, exclusive of passengers, tons..... | 100 |
| Average number of cars in freight trains.....                          | 16  |
| Average weight of trains, exclusive of freight, tons.....              | 230 |

## PASSENGER TRAFFIC.

|  |           |
|--|-----------|
| Number of through passengers carried.....                    | 6,560     |
| Number of local passengers carried.....                      | 90,102    |
| Total number of passengers carried.....                      | 105,662   |
| Total passenger mileage, or passengers carried one mile..... | 2,493,523 |
| Average distance traveled by each passenger, miles.....      | 23.06     |
| Average amount received from each passenger, cents.....      | 56        |
| Highest rate of fare per mile for any distance, cents.....   | 8         |
| Average rate of fare per mile for all passengers, cents..... | 2.38      |

## FREIGHT TRAFFIC.

|  |         |
|--|---------|
| Number of tons of through freight carried..... | 43,092  |
| Number of tons of local freight carried.....   | 138,352 |
| Total tons of freight carried.....             | 181,524 |

## CAR MILEAGE.

|  |           |
|--|-----------|
| Number of miles run by loaded freight cars east and south..... | 390,352   |
| Number of miles run by loaded freight cars west and north..... | 585,528   |
| Number of miles run by empty freight cars east and south.....  | 208,912   |
| Number of miles run by empty freight cars west and north.....  | 513,368   |
| Total freight car mileage.....                                 | 1,498,160 |

|   |    |
|---|----|
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south..... | 35 |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north..... | 35 |

## SPEED OF TRAINS IN IOWA.

|   |    |
|---|----|
| Rate of speed of passenger trains, including stops..... | 23 |
| Rate of speed of freight trains, including stops.....   | 15 |



## TONNAGE OF ARTICLES TRANSPORTED

|  | TONS.   | PER<br>CENT. |
|--|---------|--------------|
| Grain .....  | 20,332  | .....        |
| Flour .....  | 2,591   | .....        |
| Provisions (beef, pork, lard, etc.,) .....                   | 1,022   | .....        |
| Animals .....  | 17,780  | .....        |
| Other agricultural products .....                            | 4,106   | .....        |
| Lumber and forest products .....                             | 25,581  | .....        |
| Coal .....   | 87,677  | .....        |
| Plaster, lime and cement .....                               | 469     | .....        |
| Salt .....   | 1,261   | .....        |
| Petroleum and oil .....                                      | 463     | .....        |
| Iron, steel and castings .....                               | 1,569   | .....        |
| Stone and brick ..   | 918     | .....        |
| Manufactures—articles shipped from point of production ..... | 2,168   | .....        |
| Merchandise, and other articles not enumerated above .....   | 18,647  | .....        |
| Total tons carried .....                                     | 181,524 | 100          |

## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|   | TONS.  | PER<br>CENT. |
|---|--------|--------------|
| Grain .....   | 2,487  | .....        |
| Flour .....   | 586    | .....        |
| Provisions (beef, pork, lard, etc) .....                      | 77     | .....        |
| Animals .....   | 2,388  | .....        |
| Other agricultural products .....                             | 306    | .....        |
| Lumber and forest products .....                              | 7,052  | .....        |
| Coal .....  | 79,185 | .....        |
| Plaster, lime and cement .....                                | 13     | .....        |
| Salt .....  | 829    | .....        |
| Petroleum and oil .....                                       | 488    | .....        |
| Iron, steel and castings .....                                | 224    | .....        |
| Stone and brick .....   | 389    | .....        |
| Manufacturers—articles shipped from point of production ..... | 1,342  | .....        |
| Merchandise, and other articles not enumerated above .....    | 4,009  | .....        |
| Total tons carried .....                                      | .....  | 100.         |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? Pacific Express Company \$600.00 per month. General express business. Take freight at depots.

## UNITED STATES MAILS IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$58.14 per mile.  
What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$180.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? None.  
What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? Western Union Telegraph Co. (eastern line.)



## REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1887.

## KILLED.

| DATE.                | NAME AND OCCUPATION.                              | PLACE.                 | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.                          |
|----------------------|---|------------------------|---|
| 1887.<br>June        | 10 Thomas Forbes                                  | Memphis                | Carelessness; died of injuries.                                     |
| 1887.<br>May<br>July | 16 James Ireland, brakeman.<br>19 A. M. McClellan | Piano<br>Glen Junction | Carelessness; finger mashed.<br>Ladder gave way; right foot mashed. |

## INJURED.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—F. T. Hughes, Keokuk, Iowa.  
 Vice-President—G. H. Candee, New York City.  
 Secretary—J. F. Howell, Keokuk, Iowa.  
 Treasurer—C. M. Jessup, New York City.  
 General Manager—A. C. Goodrich, Keokuk, Iowa.  
 Auditor—J. F. Howell, Keokuk, Iowa.  
 General Solicitor—F. T. Hughes, Keokuk, Iowa.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

F. T. Hughes, Keokuk, Iowa.  
 Jno. N. Irwin, Keokuk, Iowa.  
 F. M. Drake, Centerville, Iowa.  
 T. De Witt Cuyler, Philadelphia, Pa.  
 W. H. Gebhardt, New York City.  
 G. H. Candee, New York City.  
 J. W. Drexel, New York City.  
 John Paton, New York City.  
 Benj. Strong, New York City.

Date of annual meeting of stockholders, first Wednesday of February.  
 Fiscal year of company ends November 30.  
 General offices of the company are located at Keokuk, Iowa.

STATE OF IOWA. }  
 COUNTY OF LEE. } ss.

A. C. Goodrich, General Manager of the Keokuk & Western Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of his knowledge and belief.

(Signed)

A. C. GOODRICH.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 15th day of September, A. D. 1887.

[L. S.]

L. HAGERMAN,  
 Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 16th day of September, A. D. 1887.

E. G. MORGAN, Secretary.



## REPORT

OF THE

## MORAVIA, CENTERVILLE &amp; ALBIA RAILROAD CO.,

FOR THE YEAR ENDING JUNE 30, 1887.

## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                 | THROUGH. | LOCAL. | TOTAL.      |
|-----------------|----------|--------|-------------|
| July, 1886      |          |        | \$ 791.45   |
| August, 1886    |          |        | 967.78      |
| September, 1886 |          |        | 925.20      |
| October, 1886   |          |        | 516.33      |
| November, 1886  |          |        | 509.55      |
| December, 1886  |          |        | 492.87      |
| January, 1887   |          |        | 498.98      |
| February, 1887  |          |        | 450.51      |
| March, 1887     |          |        | 513.90      |
| April, 1887     |          |        | 586.94      |
| May, 1887       |          |        | 306.67      |
| June, 1887      |          |        | 314.87      |
| Totals          |          |        | \$ 6,094.73 |

## FROM TRANSPORTATION OF FREIGHT.

|                 | THROUGH. | LOCAL. | TOTAL.      |
|-----------------|----------|--------|-------------|
| July, 1886      |          |        | \$ 799.71   |
| August, 1886    |          |        | 932.58      |
| September, 1886 |          |        | 671.97      |
| October, 1886   |          |        | 1,087.64    |
| November, 1886  |          |        | 829.28      |
| December, 1886  |          |        | 518.30      |
| January, 1887   |          |        | 268.17      |
| February, 1887  |          |        | 518.80      |
| March, 1887     |          |        | 487.18      |
| April, 1887     |          |        | 329.48      |
| May, 1887       |          |        | 197.51      |
| June, 1887      |          |        | 202.13      |
| Totals          |          |        | \$ 6,480.76 |

## MONTHLY EARNINGS—FROM ALL OTHER SOURCES.

|                 | MAILS.      | EXPRESS.  | MISCELLANEOUS. | TOTAL.      |
|-----------------|-------------|-----------|----------------|-------------|
| July, 1886      | \$ 87.49    | 75.00     |                | \$ 162.49   |
| August, 1886    | 87.49       | 75.00     |                | 162.49      |
| September, 1886 | 90.64       | 75.00     |                | 145.64      |
| October, 1886   | 87.49       | 75.00     |                | 142.49      |
| November, 1886  | 87.49       | 75.00     |                | 162.49      |
| December, 1886  | 87.49       | 75.00     |                | 162.49      |
| January, 1887   | 87.49       | 75.00     |                | 162.49      |
| February, 1887  | 87.49       | 75.00     |                | 162.49      |
| March, 1887     | 87.49       | 75.00     | 278.26         | 440.74      |
| April, 1887     | 87.49       | 75.00     |                | 162.49      |
| May, 1887       | 87.49       | 75.00     | 54.07          | 216.56      |
| June, 1887      |             |           |                |             |
| Totals          | \$ 1,053.02 | \$ 860.00 | \$ 332.33      | \$ 2,245.35 |

## ANALYSIS OF EARNINGS.

|  |        |              |
|--|--------|--------------|
| Earnings, passenger:                         |        | \$ 6,094.73  |
| From all passengers                          |        | 806.00       |
| From express and baggage                     |        | 1,053.02     |
| From mails                                   |        | \$ 8,007.75  |
| Total earnings, passenger department         |        |              |
| Earnings, freight:                           |        | \$ 6,480.76  |
| Total earnings freight department            |        | 332.33       |
| Earnings from all other sources (pools)      |        | \$ 14,820.84 |
| Total earnings from all sources              |        |              |
| Earnings per mile of road operated, 24 miles | 617.53 |              |
| Proportion of earnings for Iowa              | All.   |              |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES.)

|  |     |          |
|--|-----|----------|
| Repairs of road-bed and track                            | \$8 | 4,349.98 |
| Repairs of bridges, including culverts and cattle-guards |     | 376.98   |
| Repairs of fences, road-crossings and signs              |     | 17.53    |
| Total  | \$  | 4,744.49 |

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

|                           |    |        |
|---------------------------|----|--------|
| Repairs of passenger cars |    | 126.33 |
| Repairs of freight cars   |    | 310.42 |
| Total                     | \$ | 436.75 |



## CLASS 3—CONDUCTING TRANSPORTATION.

|  |             |
|--|-------------|
| Water supply.....  |             |
| Locomotive service, includes repairs.....                        | 299.16      |
| Freight train service, includes passenger.....                   | 4,732.92    |
| Mileage of freight cars (debit balance), includes passenger..... | 1,519.02    |
| Damage to property and cattle.....                               | 777.87      |
| Agents and station service.....                                  | 165.00      |
| Mail service.....  | 1,456.83    |
| Total.....   | 238.00      |
|  | \$ 9,181.82 |

## CLASS 4—GENERAL EXPENSES.

|   |             |
|---|-------------|
| Salaries of general officers and clerks, miscellaneous expense..... | 8,548.96    |
| Legal expenses.....   | 80.30       |
| Insurance, pool expense.....  | 200.98      |
| Stationery and printing, outside agencies and advertising.....      | 20.56       |
| Rent of track.....  | 333.34      |
| Contingencies, receiver's expense.....                              | 100.00      |
| Taxes in Iowa.....  | \$ 1,063.25 |
| Total taxes.....  | 1,063.25    |
| Total.....  | \$ 5,384.83 |

## RECAPITULATION OF EXPENSES.

|   |              |
|---|--------------|
| Maintenance of way and buildings.....     | 4,744.40     |
| Maintenance of motive power and cars..... | 436.75       |
| Conducting transportation.....            | 9,181.82     |
| General expenses, including taxes.....    | 5,384.83     |
| Total operating expenses and taxes.....   | \$ 19,747.39 |

|  |           |
|--|-----------|
| Operating expenses and taxes per mile of road operated (24 miles)..... | \$ 822.81 |
| Proportion of operating expenses for Iowa.....                         | All.      |
| Percentage of expenses to earnings.....                                | .1334     |

## GENERAL EXHIBIT.

|  |              |
|--|--------------|
| Total earnings.....                              | \$ 14,836.84 |
| Total expenses, including taxes.....             | 19,747.39    |
| Net earnings, deficit.....                       | \$ 4,926.55  |
| Rentals, specifying amount paid to each company: |              |
| Kookuk & Western.....                            | 333.34       |

## GENERAL RECAPITULATION.

|   |              |
|---|--------------|
| Total earnings.....   | \$ 14,836.84 |
| Total operating expenses and taxes.....                       | 19,747.39    |
| Net earnings above operating expenses and taxes, deficit..... | 4,926.55     |

## TAXES.

## AMOUNT PAID FOR YEAR ENDING JUNE 30, 1887.

|              |             |
|--------------|-------------|
| In Iowa..... | \$ 1,063.25 |
|--------------|-------------|

## DESCRIPTION OF ROAD.

|   |    |
|---|----|
| Length main line of road from Relay to Albion.....                      | 24 |
| Total length of road belonging to this company.....                     | 24 |
| Total length of road belonging to this company in Iowa.....             | 24 |
| Aggregate length of sidings and other tracks not above enumerated.....  | 2  |
| Same in Iowa.....   | 2  |
| Total length of iron rails in tracks in Iowa, exclusive of sidings..... | 24 |
| Weights per yard, iron, 82 pounds.                                      |    |
| Gauge of track, 4 feet 8½ inches.                                       |    |
| Total miles of road operated by this company.....                       | 24 |

## STATIONS.

|   |   |
|---|---|
| Number of stations on all roads owned by this company.....    | 8 |
| Same in Iowa.....   | 8 |
| Number of stations on all roads operated by this company..... | 8 |
| Same in Iowa.....   | 8 |
| Number of telegraph offices in stations in Iowa.....          | 3 |

## EMPLOYEES.

|  |             |
|--|-------------|
| Number of persons regularly employed on all roads operated by this company.....  | 24          |
| Amount paid employees, including officials, on all roads operated by this company for the year ending June 30, 1887..... | \$ 8,509.25 |

## BRIDGES IN IOWA.

|                                | No. | Aggregate Length. |
|--------------------------------|-----|-------------------|
| Combination truss bridges..... | 1   | 102               |
| Wooden trestle and pile.....   | 10  | 2,154             |
| Iron trestle.....              | 1   | 90                |

## BOX CULVERTS IN IOWA.

|             |    |
|-------------|----|
| Timber..... | 25 |
|-------------|----|

## CATTLE-GUARDS.

|                        |    |     |
|------------------------|----|-----|
| Number of in Iowa..... | 40 | 320 |
|------------------------|----|-----|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|   |     |
|---|-----|
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.).....       | 500 |
| Give the average number of years the trestle and pile bridge last on your road in Iowa..... | 8   |
| Give the average number of years that wooden truss bridges last on your road in Iowa.....   | 8   |

## ROAD-BED AND TRACK.

|  |    |
|--|----|
| Number of track sections in Iowa.....  | 2  |
| Average length of sections, miles.....   | 12 |
| Average number of men in each section gang.....  | 4  |
| What is the average number of years that iron rails last in your track on main line in Iowa..... | 10 |
| What is the average number of years that ties last in your track in Iowa.....                    | 8  |



## CROSSINGS IN IOWA.

What railroad crosses your road at grade, and at what locality?  
Chicago, Burlington & Quincy between Selection and Albia.  
What railroads cross your road, either over or under, and at what locality?  
Chicago, Milwaukee & St. Paul, between Maine and Dennis, under.  
Number of highway crossings at grade.....

16

## FENCING IN IOWA.

How many miles of fencing have you on your road in Iowa.....  
What is the average cost per rod..... \$  
What is the total cost of same..... .75  
Give the number of miles needed on both sides of your track in each county  
In Iowa :  
In Appanoose county .....  
In Monroe county .....  
Total miles .....

6

1,446.00

10

8

18

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

Total train mileage.....

28,334

## FREIGHT TRAFFIC.

Number of tons of through freight carried .....  
Number of tons of local freight carried .....  
Total tons of freight carried.....

3,744

2,452

6,206

## CAR MILEAGE.

Number of miles run by loaded freight cars east and south.....  
Number of miles run by loaded freight cars west and north.....  
Number of miles run by empty freight cars east and south.....  
Number of miles run by empty freight cars west and north.....  
Total freight car mileage.....

17,280

11,520

5,760

8,640

43,200

Percentage of empty freight cars hauled east and south to all freight cars  
hauled east and south.....  
Percentage of empty freight cars hauled west and north to all freight cars  
hauled west and north .....

25

43

## SPEED OF TRAINS IN IOWA.

Rate of speed of freight trains, including stops .....

15

## TONNAGE OF ARTICLES TRANSPORTED.

|   | TONS. | PER CENT. |
|---|-------|-----------|
| Grain .....   | 688   |           |
| Flour .....   | 225   |           |
| Provisions (beef, pork, lard, etc.).....                    |       |           |
| Animals .....   | 2,059 |           |
| Other agricultural products .....                           | 44    |           |
| Lumber and forest products.....                             | 327   |           |
| Coal .....  | 73    |           |
| Petroleum and oil .....                                     | 11    |           |
| Manufactures—articles shipped from point of production..... | 25    |           |
| Merchandise, and other articles not enumerated above .....  | 294   |           |
| Total tons carried.....                                     | 3,744 | 100       |

## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|  | TONS. | PER CENT. |
|--|-------|-----------|
| Grain .....  | 469   |           |
| Flour.....   | 181   |           |
| Animals .....  | 1,257 |           |
| Other agricultural products .....                            | 34    |           |
| Lumber and forest products.....                              | 345   |           |
| Coal .....   | 73    |           |
| Petroleum and oil.....                                       | 11    |           |
| Manufactures—articles shipped from point of production ..... | 22    |           |
| Merchandise, and other articles not enumerated above.....    | 260   |           |
| Total tons carried .....                                     | 2,652 | 100       |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? The Pacific Express Company; \$75 per month; general express business; at depot.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$87.49 per month. One mail each way daily.

## TELEGRAPH.

What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? Western Union Telegraph Company.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

Receiver—Thos. Thacher, New York City.  
General Manager—A. C. Goodrich, Keokuk, Iowa.  
Auditor—J. F. Howell, Keokuk, Iowa.



STATE OF IOWA, } ss.  
COUNTY OF LEE. }

A. O. Goodrich, General Manager of the Centerville, Moravia & Albia Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, on the thirtieth day of June, A. D. 1887, to the best of his knowledge and belief.

(Signed)  
[L. S. OF R. R.]

A. C. GOODRICH,  
General Manager.

Subscribed and sworn to before me, this 27th day of September, A. D. 1887.

[L. S.]

L. HAGERMAN,  
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 29th day of September, A. D. 1887.

W. W. AINSWORTH, Secretary.

## REPORT

OF THE

## MASON CITY & FORT DODGE RAILROAD COMPANY.

LESSEE.

FOR THE YEAR ENDING JUNE 30, 1887.

### CAPITAL STOCK.

|   |                 |
|---|-----------------|
| Amount authorized by articles of association.....   | \$ 5,000,000.00 |
| Amount authorized by vote of the company.....       | 912,000.00      |
| Number of shares issued, 9,120; amount paid in..... |                 |
| Amount of common stock issued .....                 | 912,000.00      |
| Total miles of road owned by company .....          | 91.20           |
| Amount of stock per mile of road .....              | 10,000          |
| Amount of stock representing the road in Iowa.....  | 912,000.00      |
| Total number of stockholders .....                  | 5               |

### DEBT.

Funded debt as follows:

|  |             |                 |
|--|-------------|-----------------|
| 1,368 bonds, due 1926, rate of interest.....         | 6 per cent. | \$ 1,368,000.00 |
| Amount of interest paid on same during the year..... | None.       |                 |
| Total amount of floating debt.....                   |             | \$ 1,368,000.00 |
| Total amount of debt liabilities.....                |             | \$ 1,368,000.00 |

|  |              |
|--|--------------|
| Amount of debt per mile of road .....              | \$ 15,000.00 |
| Amount of debt representing the road in Iowa ..... | 1,368,000.00 |
| Total amount of stock and debt .....               | 2,280,000.00 |
| Amount of stock and debt per mile of road .....    | 25,000.00    |

### COST OF EQUIPMENT.

|  |              |
|--|--------------|
| Locomotives .....                              | \$ 1,104.70  |
| Snow-plows on wheels .....                     | 802.88       |
| Passenger, mail, baggage and express cars..... | 166.00       |
| Freight and other cars .....                   | 11,313.07    |
| Total for equipment .....                      | \$ 13,786.65 |



## PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|  |    |           |
|--|----|-----------|
| Grading .....  | \$ | 3,070.01  |
| Bridging and masonry .....   |    | 2,391.28  |
| Superstructure, including rails .....  |    | 11,567.87 |
| Land, land damages and fences .....  |    | 4,704.92  |
| Passenger and freight stations, coal sheds and water stations .....          |    | 3,313.99  |
| Machine shops, including machinery and tools .....                           |    | 2,004.22  |
| Engineering, agencies, salaries, and other expenses during construction .... |    | 982.71    |

## REVENUE FOR THE YEAR.

MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                       | THROUGH. | LOCAL.   | TOTAL.   |
|-----------------------|----------|----------|----------|
| July, 1886 .....      | \$       | \$       | \$       |
| August, 1886 .....    |          |          |          |
| September, 1886 ..... |          |          |          |
| October, 1886 .....   |          |          |          |
| November, 1886 .....  |          |          |          |
| December, 1886 .....  |          | 233.50   | 233.50   |
| January, 1887 .....   |          | 619.44   | 619.44   |
| February, 1887 .....  |          | 666.42   | 666.42   |
| March, 1887 .....     |          | 591.74   | 591.74   |
| April, 1887 .....     |          | 42.05    | 1,147.73 |
| May, 1887 .....       |          | 44.85    | 657.16   |
| June, 1887 .....      |          | 27.90    | 996.59   |
| Totals .....          | 214.19   | 5,765.89 | 5,980.08 |

FROM TRANSPORTATION OF FREIGHT.

|                       | THROUGH. | LOCAL.    | TOTAL.    |
|-----------------------|----------|-----------|-----------|
| July, 1886 .....      | \$       | \$        | \$        |
| August, 1886 .....    |          |           |           |
| September, 1886 ..... |          |           |           |
| October, 1886 .....   |          |           |           |
| November, 1886 .....  |          |           |           |
| December, 1886 .....  |          | 270.88    | 270.88    |
| January, 1887 .....   |          | 2,444.12  | 2,444.12  |
| February, 1887 .....  |          | 2,886.36  | 2,886.36  |
| March, 1887 .....     |          | 2,392.53  | 2,392.53  |
| April, 1887 .....     |          | 2,491.26  | 2,491.26  |
| May, 1887 .....       |          | 547.65    | 769.58    |
| June, 1887 .....      |          | 829.72    | 903.00    |
| Totals .....          | 1,937.20 | 12,597.25 | 14,534.45 |

MONTHLY EARNINGS—FROM ALL OTHER SOURCES.

|                       | MAILS. | EXPRESS. | MISCELLANEOUS. | TOTAL. |
|-----------------------|--------|----------|----------------|--------|
| July, 1886 .....      | \$     | \$       |                |        |
| August, 1886 .....    |        |          |                |        |
| September, 1886 ..... |        |          |                |        |
| October, 1886 .....   |        |          |                |        |
| November, 1886 .....  |        |          |                |        |
| December, 1886 .....  |        |          | 3.25           | 3.25   |
| January, 1887 .....   |        |          | 8.95           | 8.95   |
| February, 1887 .....  |        | 60.62    | 13.00          | 73.62  |
| March, 1887 .....     |        | 79.85    | 26.92          | 106.77 |
| April, 1887 .....     |        | 45.07    | 18.27          | 63.34  |
| May, 1887 .....       |        | 40.18    | 23.47          | 63.65  |
| June, 1887 .....      |        | 42.64    | 10.15          | 52.79  |
| Total .....           |        | 268.36   | 104.01         | 372.37 |

## ANALYSIS OF EARNINGS.

|   |    |           |
|---|----|-----------|
| Earnings, passenger :   |    |           |
| From local passengers .....   | \$ | 5,765.89  |
| From through passengers .....   |    | 214.19    |
| From all passengers .....   | \$ | 5,980.08  |
| From express and baggage .....  |    | 372.37    |
| Total earnings, passenger department .....  | \$ | 6,352.45  |
| Earnings per train mile run (38,740 miles) .....                                  | \$ | 1.64      |
| Earnings, freight :   |    |           |
| From local .....  | \$ | 11,520.85 |
| From through .....  |    | 3,013.60  |
| Total earnings freight department .....   |    | 14,534.45 |
| Earnings per train mile run (38,740 miles) .....                                  |    | 3.75      |
| Earnings per train mile run, from all trains earning revenue (38,740 miles) ..... |    | 53.4      |
| Proportion of earnings for Iowa .....   |    | All.      |
| Car mileage (credit balances) .....   |    | 321.61    |
| Total earnings from all sources .....   | \$ | 20,908.51 |

|   |    |        |
|---|----|--------|
| Earnings per train mile of road operated (92 miles) ..... | \$ | 227.03 |
| Proportion of earnings for Iowa .....                     |    | All.   |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|  |    |          |
|--|----|----------|
| Repairs of road-bed and track .....                            | \$ | 5,747.55 |
| Repairs of bridges, including culverts and cattle-guards ..... |    | 226.46   |
| Repairs of fences, road-crossings and signs .....              |    | 73.67    |
| Repairs of buildings, stations and water-tanks .....           |    | 38.63    |
| Total .....  |    | 6,086.31 |



## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                |    |          |
|--------------------------------|----|----------|
| Repairs of locomotives.....    | \$ | 246.84   |
| Repairs of passenger cars..... |    | 292.37   |
| Repairs of freight cars.....   |    | 1,218.38 |
| Total.....                     | \$ | 1,757.59 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|   |    |           |
|---|----|-----------|
| Fuel for locomotives.....                           | \$ | 3,020.07  |
| Water supply.....                                   |    | 723.34    |
| Oil and waste.....                                  |    | 187.83    |
| Locomotive service.....                             |    | 3,690.11  |
| Passenger train service.....                        |    | 1,853.88  |
| Passenger train supplies.....                       |    | 17.45     |
| Telegraph expenses (maintenance and operating)..... |    | 71.69     |
| Damages to property and cattle.....                 |    | 78.48     |
| Agents and station service.....                     |    | 2,323.19  |
| Station supplies.....                               |    | 103.05    |
| Total.....  | \$ | 12,004.09 |

## CLASS 4.—GENERAL EXPENSES.

|  |    |          |
|--|----|----------|
| Salaries of general officers and clerks, and general expenses..... | \$ | 5,204.79 |
| Stationery and printing, outside agencies and advertising.....     |    | 1,210.22 |
| Taxes in Iowa.....   |    | 28.57    |
| Total.....   | \$ | 6,443.58 |

## RECAPITULATION OF EXPENSES.

|   |    |           |
|---|----|-----------|
| Maintenance of way and buildings.....     | \$ | 6,086.31  |
| Maintenance of motive power and cars..... |    | 1,757.59  |
| Conducting transportation.....            |    | 12,004.09 |
| General expenses, including taxes.....    |    | 6,443.58  |
| Total operating expenses and taxes.....   | \$ | 26,333.57 |

|   |        |           |
|---|--------|-----------|
| Operating expenses and taxes per mile of road operated (92 miles).....                          | \$     | 286.23    |
| Operating expenses and taxes per train mile run, for trains earning revenue (38,740 miles)..... | 0.6797 |           |
| Proportion of operating expenses and taxes for Iowa.....  | All.   |           |
| Expenses of running and management of passenger trains per train mile, cents.....               | 30.1   |           |
| Expenses of running and management of freight trains per train mile.....                        | 30.1   |           |
| Expenses of running and management of all trains earning revenue.....                           | \$     | 11,875.27 |
| Percentage of expenses to earnings.....   | 126    |           |

## GENERAL EXHIBIT.

|                                      |    |           |
|--------------------------------------|----|-----------|
| Total earnings.....                  | \$ | 20,908.51 |
| Total expenses, including taxes..... |    | 26,333.58 |

## GENERAL RECAPITULATION.

|  |      |           |
|--|------|-----------|
| Total earnings, including car mileage (credit balances), \$321.61..... | \$   | 20,908.51 |
| Total operating expenses and taxes.....                                |      | 26,333.58 |
| Net earnings above operating expenses and taxes.....                   |      | 5,424.81  |
| Net earnings per train mile run—38,740 miles—cents.....                | 54   |           |
| Gross earnings per train mile run—38,740 miles—cents.....              | 23.9 |           |
| Net earnings per train mile run—38,740 miles—cents.....                |      |           |

## TAXES.

## AMOUNT PAID FOR YEAR ENDING JUNE 30, 1887.

|              |    |       |
|--------------|----|-------|
| In Iowa..... | \$ | 28.57 |
|--------------|----|-------|

## DESCRIPTION OF ROAD.

|  |       |
|--|-------|
| Length main line of road from Mason City to Beems Mine.....              | 88.4  |
| Branches owned by this company.....                                      | 3.6   |
| Total length of branches owned by this company.....                      | 3.6   |
| Total length of road belonging to this company in Iowa.....              | 92.00 |
| Total length of road belonging to this company, miles.....               | 92.00 |
| Total length of road belonging to this company in Iowa, miles.....       | 3.80  |
| Aggregate length of sidings and other tracks not above enumerated.....   | 88.4  |
| Total length of steel rails in tracks in Iowa, exclusive of sidings..... | 3.6   |
| Total length of iron rails in tracks in Iowa.....                        |       |
| Weights per yard, steel, 56 pounds; iron, 50 pounds.                     |       |
| Gauge of track, 4 feet, 8½ inches.                                       |       |

## ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT

|   |     |
|---|-----|
| Name, description and length of each:   | 3.6 |
| Coalville Branch.....   | 92  |
| Total miles of road operated by this company.....   |     |
| Total miles of road operated by this company in Iowa not reported by any other company..... | 92  |

## STATIONS.

|   |    |
|---|----|
| Number of stations on all roads owned by this company.....    | 12 |
| Same in Iowa.....   | 12 |
| Number of stations on all roads operated by this company..... | 12 |
| Same in Iowa.....   | 9  |
| Number of telegraph offices in stations in Iowa.....          |    |

## EMPLOYEES.

|  |              |
|--|--------------|
| Number of persons regularly employed on all roads operated by this company.....  | 104          |
| Amount paid employees, including officials, on all roads operated by this company for the year ending June 30, 1887..... | \$ 20,950.58 |
| Same in Iowa.....  | 20,950.58    |



## BRIDGES IN IOWA.

|   | No. | Aggregate Length. |
|---|-----|-------------------|
| Wooden truss bridges over 100 feet in length..... | 2   | 241               |

## ARCH CULVERTS AND VIADUCTS IN IOWA.

|                                    |  |       |
|------------------------------------|--|-------|
| With 20 feet opening or more ..... |  | 2,768 |
| Less than 20 feet opening .....    |  | 26    |

## BOX CULVERTS IN IOWA.

|              |  |     |
|--------------|--|-----|
| Timber ..... |  | 197 |
|--------------|--|-----|

## CATTLE-GUARDS.

|                        |  |     |
|------------------------|--|-----|
| Number of in Iowa..... |  | 106 |
|------------------------|--|-----|

## BRIDGES BUILT WITHIN THE YEAR IN IOWA.

| LOCATION. | KIND.                         | MATERIAL. | When built. | Length in feet. |
|-----------|-------------------------------|-----------|-------------|-----------------|
| .....     | Wooden trestle and pile ..... |           |             | 2,768           |

## ROAD-BED AND TRACK.

|   |      |
|---|------|
| Number of track sections in Iowa.....                             | 14   |
| Average length of sections, miles.....                            | 6.8  |
| Average number of men in each section gang.....                   | 3.3  |
| Number of new ties laid in track during the year in Iowa .....    | All. |
| New rails laid in track during the year in Iowa—steel, miles..... | .86  |

## CROSSINGS IN IOWA.

What railroad crosses your road at grade, and at what locality?  
 Chicago, Milwaukee & St. Paul Railroad, at Mason City.  
 Burlington, Cedar Rapids & Northern Railroad, at Belmond.  
 Burlington, Cedar Rapids & Northern Railroad, at Clarion.  
 Chicago & Northwestern Railroad, at Eagle Grove.  
 Illinois Central Railroad, at Fort Dodge.  
 Webster City & Crooked Creek Railroad, at Lehigh.  
 Webster City & Crooked Creek Railroad, at Lehigh.

|  |    |
|--|----|
| Number of highway crossings at grade ..... | 88 |
|--|----|

## FENCING IN IOWA.

|                   |     |
|-------------------|-----|
| Total miles ..... | 184 |
|-------------------|-----|

## ROLLING STOCK.

|   | Owned. | Total. |
|---|--------|--------|
| Number of passenger cars.....   | 2      | 2      |
| Number of baggage, mail and express cars.....   | 2      | 2      |
| Number of box freight cars .....  | 25     | 25     |
| Number of stock cars.....   | 20     | 20     |
| Number of platform and coal cars.....   | 80     | 80     |
| Number of other cars—caboose .....  | 1      | 1      |
| Total number of cars .....  | 130    | 130    |
| Number of locomotives.....  |        | 5      |
| Maximum weight of locomotives and tenders, tons .....   |        | 39     |
| Average weight of locomotives and tenders, tons .....   |        | 39     |
| Number of locomotives equipped with train brake, Westinghouse .....   |        | 1      |
| Number of locomotives equipped with driver brake, Westinghouse .....  |        | 1      |
| Number of passenger cars equipped with train brake.....   |        | 2      |
| Number of freight cars equipped with train brake.....   |        | All.   |
| Number of passenger cars equipped with Miller platform and buffer .....   |        | 3      |
| The amount of tonnage that can be carried over your road in Iowa exclusive of cars, by an engine of given weight. Weight of engine, 39 tons.. |        | 264    |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|   |   |        |
|---|---|--------|
| Miles run by passenger trains during the year ..... | } | 38,740 |
| Miles run by freight trains during the year .....   |   |        |
| Total train mileage.....                            |   | 38,740 |

## PASSENGER TRAFFIC.

|   |         |
|---|---------|
| Number of through passengers carried.....                   | 165     |
| Number of local passengers carried .....                    | 9,028   |
| Number of special ticket passengers carried.....            | 385     |
| Total number of passengers carried.....                     | 9,578   |
| Total passenger mileage or passengers carried one mile..... | 191,578 |
| Average distance traveled by each passenger, miles .....    | 20      |
| Average amount received from each passenger, cents.....     | 62.43   |
| Highest rate of fare per mile for any distance, cents ..... | 4       |
| Lowest rate of fare per mile for any distance.....          | 1       |
| Average rate of fare per mile for all passengers .....      | 3.123   |

## FREIGHT TRAFFIC.

|   |            |
|---|------------|
| Number of tons of through freight carried.....                | 30,096,854 |
| Number of tons of local freight carried.....                  | 37,809,880 |
| Total tons of freight carried.....                            | 67,906,534 |
| Total mileage of through freight, tons carried one mile ..... | 15,048     |
| Total mileage of local freight, tons carried one mile.....    | 18,903     |
| Total freight mileage, or tons carried one mile.....          | 33,953     |



## CAR MILEAGE.

|  |         |
|--|---------|
| Number of miles run by loaded freight cars east and south .....  | 77,486  |
| Number of miles run by loaded freight cars west and north .....  | 116,226 |
| Number of miles run by empty freight cars east and south .....   | 116,226 |
| Number of miles run by empty freight cars west and north .....   | 77,486  |
| Total freight car mileage .....  | 387,424 |
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south ..... | 100     |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north ..... | 100     |

## SPEED OF TRAINS IN IOWA.

|  |    |
|--|----|
| Rate of speed per hour of passenger trains, including stops, miles ..... | 30 |
| Rate of speed per hour of freight trains, including stops, miles .....   | 20 |

## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|  | TONS.  | PER CEN. |
|--|--------|----------|
| Grain .....  | 1,026  |          |
| Flour .....  | 28     |          |
| Provisions (beef, pork, lard, etc.) .....                    | 297    |          |
| Animals .....  | 525    |          |
| Other agricultural products .....                            | 577    |          |
| Lumber and forest products .....                             | 1,263  |          |
| Coal .....   | 24,401 |          |
| Plaster, lime and cement .....                               | 346    |          |
| Salt .....   | 30     |          |
| Petroleum and oil .....                                      | 70     |          |
| Iron, steel and castings .....                               | 167    |          |
| Stone and brick .....  | 37     |          |
| Manufactures—articles shipped from point of production ..... | 34     |          |
| Merchandise and other articles not enumerated above .....    | 5,208  |          |
| Total tons carried .....                                     | 34,953 | 100      |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, on what terms and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? American Express Company. Freight taken at depot. Double first class rate paid by express company on tonnage for privilege of transportation.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Chas. H. Benedict, St. Paul, Minn.; I. N. Kidder prior to June 30.  
 Vice-President—Hamilton Browne, Fort Dodge, Iowa.  
 Secretary—Webb Vincent, Fort Dodge, Iowa.  
 Treasurer—S. T. Meservey, Fort Dodge, Iowa.  
 General Manager—C. C. Burdick, Mason City, Iowa; J. E. Smith prior to June 30.  
 Superintendent of Telegraph—W. D. Penny.  
 Auditor—W. L. Newport.  
 General Passenger and Freight Agent—Jas. H. Kelly.

Date of annual meeting of stockholders, third Tuesday in May.  
 General offices of the company are located at Mason City.

STATE OF IOWA,  
 COUNTY OF WEBSTER. } ss.

C. C. Burdick, Gen. Manager, and Webb Vincent, Secretary of the Mason City & Ft. Dodge Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of their knowledge and belief.

(Signed)

[I. S. OF R. R.]

CHAS. C. BURDICK,  
 General Manager.  
 WEBB VINCENT,  
 Secretary.

Subscribed and sworn to before me, this 14th day of September, A. D. 1887.

A. N. BOTSFORD,

[I. S.]

Notary Public in and for Webster county, Iowa.

Received and filed in the office of the Commissioners of Railroads, this 15th day of September, A. D. 1887.

E. G. MORGAN, Secretary.



## REPORT

OF THE

## COUNCIL BLUFFS &amp; ST. LOUIS RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30, 1887.

The road was originally built from Pattonsburg, Missouri, to Council Bluffs, Iowa; 78 miles in Missouri, 67 miles in Iowa, by the Kansas City & Northern Railway in 1879. Consolidated with the Wabash, as Wabash, St. Louis & Pacific in 1880. This line, from Pattonsburg to Council Bluffs, passed into possession and charge of Thomas McKissock, Receiver, by order of the United States Court, March 1, 1887.

## DEBT.

Funded debt as follows:

|  |                 |
|--|-----------------|
| 2,350 bonds due, 1889; rate of interest 7 per cent ..... | \$ 2,350,000.00 |
| Total amount of debt liabilities .....                   | \$ 2,350,000.00 |
| Amount of debt per mile of road .....                    | \$ 16,319.00    |
| Amount of debt representing the road in Iowa .....       | 1,093,373.00    |
| Total amount of stock and debt .....                     | 2,350,000.00    |
| Amount of stock and debt per mile of road .....          | \$ 16,319.00    |

## COST OF ROAD AND EQUIPMENT.

CONSTRUCTION OF ROAD AND BRANCHES—(NOT REPORTED SEPARATELY.)

Have no information or belief, and therefore am not able to answer.

## COST OF EQUIPMENT.

Holders of mortgage under which road is in hands of Receiver, claim a large interest in equipment of St. Louis, Kansas City & Northern Railway, now a part of Consolidated Wabash Western Railway, and pending adjustment of the question, Receiver has, by order of the United States Court, used the stock of the Wabash Road.

## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                       | THROUGH.    | LOCAL.      | TOTAL.      |
|-----------------------|-------------|-------------|-------------|
| July, 1886 .....      | \$ 3,612.42 | \$ 5,802.16 | \$ 9,414.52 |
| August, 1886 .....    | 4,282.04    | 4,852.05    | 9,134.09    |
| September, 1886 ..... | 5,785.56    | 4,620.13    | 10,405.69   |
| October, 1886 .....   | 5,977.67    | 4,021.40    | 9,999.07    |
| November, 1886 .....  | 4,208.44    | 3,711.25    | 7,919.69    |
| December, 1886 .....  | 4,798.35    | 3,406.22    | 8,204.57    |
| January, 1887 .....   | 2,543.36    | 3,637.90    | 6,181.26    |
| February, 1887 .....  | 3,282.34    | 3,388.80    | 6,671.14    |
| March, 1887 .....     | 4,161.71    | 4,542.50    | 8,644.01    |
| April, 1887 .....     | 3,331.79    | 3,458.06    | 6,789.85    |
| May, 1887 .....       | 5,363.88    | 3,893.36    | 9,257.24    |
| June, 1887 .....      | 4,378.60    | 3,711.80    | 8,090.40    |
| Totals .....          | 51,606.16   | 49,046.27   | 100,652.43  |

## FROM TRANSPORTATION OF FREIGHT.

|                       | THROUGH.     | LOCAL.      | TOTAL.       |
|-----------------------|--------------|-------------|--------------|
| July, 1886 .....      | \$ 13,893.40 | \$ 3,048.69 | \$ 16,942.09 |
| August, 1886 .....    | 17,503.78    | 3,670.77    | 21,174.55    |
| September, 1886 ..... | 20,058.35    | 5,114.79    | 25,173.14    |
| October, 1886 .....   | 30,667.80    | 4,842.89    | 35,510.69    |
| November, 1886 .....  | 37,438.15    | 5,952.52    | 43,390.67    |
| December, 1886 .....  | 17,685.26    | 4,799.43    | 22,484.69    |
| January, 1887 .....   | 45,114.27    | 6,638.50    | 51,752.77    |
| February, 1887 .....  | 27,119.18    | 4,913.59    | 32,072.66    |
| March, 1887 .....     | 18,694.71    | 5,695.97    | 24,390.68    |
| April, 1887 .....     | 11,911.54    | 4,227.74    | 16,139.28    |
| May, 1887 .....       | 13,094.81    | 3,050.07    | 16,144.88    |
| June, 1887 .....      | 18,531.60    | 3,149.84    | 21,681.44    |
| Totals .....          | 272,702.83   | 55,144.71   | 327,847.54   |

## FROM ALL OTHER SOURCES.

|                       | MAILS.      | EXPRESS.  | MISCELLANEOUS. | TOTAL.      |
|-----------------------|-------------|-----------|----------------|-------------|
| July, 1886 .....      | \$ 1,615.57 | \$ 911.69 | \$ 35.00       | \$ 2,562.26 |
| August, 1886 .....    | 1,615.57    | 983.89    | 35.00          | 2,634.46    |
| September, 1886 ..... | 1,615.57    | 809.77    | 35.00          | 2,460.34    |
| October, 1886 .....   | 1,601.81    | 840.68    | 35.00          | 2,477.49    |
| November, 1886 .....  | 1,601.82    | 1,049.03  | 35.00          | 2,685.85    |
| December, 1886 .....  | 1,601.82    | 932.68    | 35.00          | 2,569.50    |
| January, 1887 .....   | 1,615.57    | 693.81    | 35.00          | 2,344.38    |
| February, 1887 .....  | 1,615.57    | 589.52    | 35.00          | 2,240.09    |
| March, 1887 .....     | 1,615.57    | 899.03    | 35.00          | 2,549.60    |
| April, 1887 .....     | 1,620.50    | 935.33    | 35.00          | 2,590.83    |
| May, 1887 .....       | 1,620.50    | 1,154.43  | 35.00          | 2,809.93    |
| June, 1887 .....      | 1,620.50    | 1,212.74  | 35.00          | 2,868.24    |
| Totals .....          | 19,360.37   | 11,012.60 | 420.00         | 30,792.97   |



## ANALYSIS OF EARNINGS.

|  |    |            |  |
|--|----|------------|--|
| Earnings, passenger:   |    |            |  |
| From local passengers .....  | \$ | 29,617.28  |  |
| From through passengers .....  |    | 71,035.15  |  |
| From all passengers .....  |    |            |  |
| From express and baggage .....   | \$ | 100,602.43 |  |
| From mails .....   |    | 11,012.50  |  |
| From other sources, passenger department .....                                     |    | 19,900.37  |  |
|  |    | 420.00     |  |
| Total earnings passenger department .....  | \$ | 131,445.40 |  |
| Earnings per train mile run (107,836 miles) .....                                  | \$ | 1.219      |  |
| Earnings, freight:   |    |            |  |
| From local .....   |    | 55,144.71  |  |
| From through .....   |    | 272,702.83 |  |
| Total earnings, freight department .....   | \$ | 327,847.54 |  |
| Earnings per train mile run (228,991 miles) .....                                  | \$ | 1.435      |  |
| Earnings per train mile run, from all trains earning revenue (336,227 miles) ..... |    | 1.336      |  |
| Proportion of earnings for Iowa .....  |    |            |  |
|  |    | 194,971.09 |  |
| Total earnings from all sources .....  | \$ | 459,292.94 |  |
| Earnings per mile of road operated (145 miles) .....                               | \$ | 3,167.23   |  |
| Proportion of earnings for Iowa .....  |    | 194,971.09 |  |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|  |    |           |
|--|----|-----------|
| Repairs of road-bed and track .....                            | \$ | 32,653.39 |
| Renewal of ties (number laid, 23,050) .....                    |    | 11,510.76 |
| Repairs of bridges, including culverts and cattle-guards ..... |    | 10,350.39 |
| Repairs of fences, road-crossings and signs .....              |    | 2,641.69  |
| Repairs of buildings, stations and water tanks .....           |    | 1,005.59  |
| Total .....  | \$ | 58,251.55 |

## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                      |    |           |
|--------------------------------------|----|-----------|
| Repairs of locomotives .....         | \$ | 90,204.67 |
| Repairs of passenger cars .....      |    | 636.19    |
| Repairs of freight cars .....        |    | 11,013.86 |
| Repairs of tools and machinery ..... |    | 847.17    |
| Total .....                          | \$ | 32,701.88 |

## CLASS 3—CONDUCTING TRANSPORTATION.

|  |               |
|--|---------------|
| Fuel for locomotives .....                           | 49,315.72     |
| Water supply .....                                   | 5,059.83      |
| Oil and Waste .....                                  | 2,892.16      |
| Locomotive service .....                             | 36,686.22     |
| Passenger train service .....                        | 6,604.85      |
| Passenger train supplies .....                       | 805.00        |
| Mileage of passenger cars (debit balance) .....      | 3,608.28      |
| Freight train service .....                          | 22,575.81     |
| Freight train supplies .....                         | 8,996.15      |
| Telegraph expenses (maintenance and operating) ..... | 7,694.02      |
| Damage and loss of freight and baggage .....         | 100.81        |
| Damages to property and cattle .....                 | 1,472.98      |
| Personal injuries .....                              | 479.14        |
| Agents and station service .....                     | 37,987.94     |
| Station supplies .....                               | 13,091.05     |
| Sundries .....                                       | 2,666.62      |
| Total .....  | \$ 193,834.28 |

## CLASS 4—GENERAL EXPENSES.

|   |              |
|---|--------------|
| Salaries of general officers and clerks .....                   | 12,337.27    |
| Legal expense .....   | 1,422.99     |
| Insurance .....   | 875.47       |
| Stationery and printing, outside agencies and advertising ..... | 1,802.26     |
| Contingencies .....   | 5,480.44     |
| Taxes in Iowa .....   | \$ 5,606.33  |
| Taxes in other States .....                                     | 8,759.79     |
| Total taxes .....   | 14,366.12    |
| Total .....   | \$ 36,284.55 |

## RECAPITULATION OF EXPENSES.

|   |    |            |
|---|----|------------|
| Maintenance of way and buildings .....  | \$ | 58,251.55  |
| Maintenance of motive power and cars .....  |    | 32,701.88  |
| Conducting transportation .....   |    | 193,834.28 |
| General expenses, including taxes .....   |    | 36,284.55  |
| Total operating expenses and taxes .....  | \$ | 321,072.29 |
| Operating expenses and taxes per mile of road operated (145 miles) .....                          | \$ | 2,214.36   |
| Operating expenses and taxes per train mile run, for trains earning revenue (336,227 miles) ..... |    | .9549      |
| Proportion of operating expenses and taxes for Iowa .....   |    | 148,357.68 |
| Expenses of running and management of passenger trains .....                                      |    | 43,985.09  |
| Expenses of running and management of passenger trains, per train mile .....                      |    | .408       |
| Expenses of running and management of freight trains .....  |    | 145,639.64 |
| Expenses of running and management of freight trains, per train mile .....                        |    | .6814      |
| Expenses of running and management of all trains earning revenue .....                            |    | 189,624.73 |
| Percentage of expenses to earnings .....  |    | .699       |



## GENERAL EXHIBIT.

|  |               |
|--|---------------|
| Total earnings .....   | \$ 459,292.54 |
| Total expenses, including taxes .....  | 321,072.29    |
| Net earnings .....   | 138,220.25    |
| Rentals, specifying amount paid to each company:   |               |
| Chicago, Milwaukee & St. Paul Railway, \$1,200 for use of track at transfer, Council Bluffs, Iowa. |               |
| Interest falling due during the year and not paid .....  | 164,000.00    |
| Balance for the year .....   | 137,020.25    |
| Balance at commencement of the year .....  | 26,077.01     |
| Balance at the close of the year, June 30, 1887 .....  | \$ 163,097.26 |

## GENERAL RECAPITULATION.

|   |               |
|---|---------------|
| Total earnings .....  | \$ 459,292.54 |
| Total operating expenses and taxes .....                      | 321,072.29    |
| Net earnings above operating expenses and taxes .....         | 138,220.25    |
| Net earnings above operating expenses, taxes and rental ..... | 137,020.25    |
| Gross earnings per train mile run (336,227 miles) .....       | \$ 1,366      |
| Net earnings per train mile run (336,227 miles) .....         | .4075         |

## TAXES.

## AMOUNT PAID FOR THE YEAR ENDING JUNE 30, 1887.

|                       |             |
|-----------------------|-------------|
| In Iowa .....         | \$ 5,696.32 |
| In other States ..... | 8,759.79    |

## SURPLUS.

|   |              |
|---|--------------|
| Surplus at the commencement of the year ..... | \$ 26,077.01 |
| Surplus at the close of the year .....        | 163,097.26   |

## GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS JUNE 30, 1887.

## DEBIT.

|   |               |
|---|---------------|
| To amount due from agents .....         | \$ 21,090.67  |
| To amount due from other lines .....    | 11,697.70     |
| To supplies and materials on hand ..... | 9,611.73      |
| To cash in banks .....                  | 169,487.42    |
| Total .....                             | \$ 208,287.52 |

## CREDIT.

|                                       |               |
|---------------------------------------|---------------|
| By supplies on hand last report ..... | \$ 26,077.01  |
| By supplies on hand last report ..... | 5,814.63      |
| By amount due lines .....             | 25,459.15     |
| By amount due June pay roll .....     | 13,661.81     |
| By amount due sundry bills .....      | 266.77        |
| By net earnings current year .....    | 137,020.25    |
| Total .....                           | \$ 208,287.52 |

## DESCRIPTION OF ROAD.

|   |                |
|---|----------------|
| Length of main line of road, from Pattonsburg to Council Bluffs, miles .....                  | 145            |
| Length of main line of road in Iowa .....   | 67             |
| Length of main line of road in Missouri .....   | 78             |
| Total length of road belonging to this company .....  | 145            |
| Total length of road belonging to this company in Iowa .....                                  | 67             |
| Aggregate length of sidings and other tracks not above enumerated .....                       | 22.7           |
| Same in Iowa .....  | 13.7           |
| Total length of steel rails in track in Iowa, exclusive of sidings .....                      | 67             |
| Weight per yard, steel .....  | 56 and 60 lbs. |
| Gauge of track .....  | 4 ft. 8½ in.   |
| Total miles of road operated by this company .....  | 145            |
| Total miles of road operated by this company in Iowa, not reported by any other company ..... | 67             |

## STATIONS.

|  |    |
|--|----|
| Number of stations on all roads owned by this company .....    | 30 |
| Same in Iowa .....   | 15 |
| Number of stations on all roads operated by this company ..... | 30 |
| Same in Iowa .....   | 15 |
| Number of telegraph offices in stations in Iowa .....          | 13 |

## EMPLOYEES.

|   |               |
|---|---------------|
| Number of persons regularly employed on all roads operated by this company .....  | 378           |
| Same in Iowa .....  | 172           |
| Amount paid employees, including officials, on all roads operated by this company for the year ending June 30, 1887 ..... | \$ 185,357.60 |
| Same in Iowa .....  | 85,641.09     |

## BRIDGES IN IOWA.

|  | No. | Aggregate length. |
|--|-----|-------------------|
| Wooden truss bridges over 103 feet in length ..... | 5   | 623               |
| Wooden trestle and pile .....                      | 152 | 12,670            |

## BOX CULVERTS IN IOWA.

|              |    |
|--------------|----|
| Timber ..... | 39 |
|--------------|----|

## CATTLE-GUARDS.

|   |     |
|---|-----|
| Number of in Iowa .....   | 108 |
| Give the average number of years the trestle and pile bridges last on your road in Iowa ..... | 8   |
| Give the average number of years that wooden truss bridges last on your road in Iowa .....    | 8   |

## ROAD-BED AND TRACK.

|  |       |
|--|-------|
| Number of track sections in Iowa .....   | 12    |
| Average length of sections, miles .....  | 5.56  |
| Average number of men in each section gang .....                               | 3     |
| Number of new ties laid in track during the year in Iowa .....                 | 9,870 |
| Average number of new ties per mile of road .....                              | 158   |
| What is the average number of years that ties last in your track in Iowa ..... | 8     |



## CROSSINGS IN IOWA.

What railroad crosses your road at grade, and at what locality.

Chicago, Burlington &amp; Quincy, at Shenandoah.

Chicago, Burlington &amp; Quincy, at Lawrence.

Chicago, Burlington &amp; Quincy, at Malvern.

What railroads cross your road, either over or under, and at what locality.

Chicago, Burlington &amp; Quincy, at Coin, over.

Kansas City, St. Jo &amp; Council Bluffs, at Maryville, under.

|   |    |
|---|----|
| Number of highway crossings at grade .....          | 71 |
| Number of highway crossings over railroad .....     | 1  |
| Number of highway crossings, under railroad .....   | 1  |
| Number of highway bridges 18 feet above track ..... | 1  |

## FENCING IN IOWA.

|   |    |
|---|----|
| How many miles of fencing have you on your road in Iowa ..... | 67 |
|---|----|

## ROLLING STOCK.

|   |     |
|---|-----|
| The amount of tonnage that can be carried over your road in Iowa exclusive of cars, by an engine of given weight. Weight of engine, 43 tons ..... | 290 |
|---|-----|

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|   |         |
|---|---------|
| Miles run by passenger trains during the year .....               | 108,850 |
| Miles run by freight trains during the year .....                 | 228,301 |
| Miles run by switching trains during the year .....               | 82,125  |
| Miles run by construction and repair trains during the year ..... | 504     |
| Miles run by other trains during the year, except passenger ..... | 1,586   |
| Total train mileage .....   | 419,910 |

## CARS AND WRIGHT OF TRAINS.

|  |     |
|--|-----|
| Average number of cars in passenger trains .....                   | 5   |
| Average number of cars in freight trains .....                     | 90  |
| Average weight of freight trains, exclusive of freight, tons ..... | 160 |

## PASSENGER TRAFFIC.

|   |           |
|---|-----------|
| Number of through passengers carried .....                    | 14,063    |
| Number of local passengers carried .....                      | 89,409    |
| Number of special ticket passengers carried .....             | 20,217    |
| Total number of passengers carried .....                      | 74,281    |
| Total passenger mileage, or passengers carried one mile ..... | 3,771,810 |
| Average distance traveled by each passenger, miles .....      | 55.77     |
| Average amount received from each passenger .....             | 1.35      |
| Highest rate of fare per mile for any distance, cents .....   | 3         |
| Lowest rate of fare per mile for any distance, cents .....    | .009      |
| Average rate of fare per mile for all passengers, cents ..... | 3.08      |

## FREIGHT TRAFFIC.

|   |            |
|---|------------|
| Number of tons of through freight carried .....   | 241,517    |
| Number of tons of local freight carried .....   | 63,130     |
| Total tons of freight carried .....   | 304,647    |
| Total mileage of through freight (tons carried one mile) .....  | 30,295,201 |
| Total mileage of local freight (tons carried one mile) .....  | 3,104,443  |
| Total freight mileage, or tons carried one mile .....   | 33,399,644 |
| Average rate per ton per mile received for through freight .....  | \$ .009    |
| Average rate per ton per mile received for local freight .....  | .01776     |
| Average rate per ton per mile received for all freight .....  | .00981     |
| Average cost per ton per mile to move freight .....   | .0085      |
| Percentage of freight originating at, and carried to stations in Iowa, as compared with total freight carried in Iowa. (This should not include fuel or any material for the use of the road) ..... | 8.2        |

## CAR MILEAGE.

|   |           |
|---|-----------|
| Number of miles run by loaded freight cars east and south ..... | 1,396,848 |
| Number of miles run by loaded freight cars west and north ..... | 1,387,634 |
| Number of miles run by empty freight cars east and south .....  | 732,324   |
| Number of miles run by empty freight cars west and north .....  | 700,453   |
| Total freight car mileage .....                                 | 4,216,754 |

|  |       |
|--|-------|
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south ..... | 34.57 |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north ..... | 33.54 |

## SPEED OF TRAINS IN IOWA.

|  |           |
|--|-----------|
| Rate of speed of passenger trains, including stops ..... | 24.7      |
| Rate of speed of freight trains, including stops .....   | 10 and 12 |

## TONNAGE OF ARTICLES TRANSPORTED.

|  | Tons.   | Per cent. |
|--|---------|-----------|
| Grain .....  | 127,190 | 41.75     |
| Flour .....  | 2,260   | .74       |
| Provisions, (beef, pork, lard, etc.) .....                   | 2,223   | .73       |
| Animals .....  | 18,984  | 6.23      |
| Other agricultural products .....                            | 656     | .22       |
| Lumber and forest products .....                             | 35,871  | 11.62     |
| Coal .....   | 58,682  | 19.26     |
| Plaster, lime and cement .....                               | 2,499   | .82       |
| Salt .....   | 1,338   | .44       |
| Petroleum and oil .....                                      | 3,154   | 1.03      |
| Iron, steel and castings .....                               | 16,933  | 5.56      |
| Stone and brick .....  | 2,500   | .82       |
| Manufactures—articles shipped from point of production ..... | 6,780   | 2.22      |
| Merchandise, and other articles not enumerated above .....   | 26,077  | 8.56      |
| Total tons carried .....                                     | 304,647 | 100       |



TONNAGE CROSSING THE MISSOURI RIVER BRIDGE AT COUNCIL BLUFFS, IOWA, FOR THE  
YEAR ENDING JUNE 30, 1887.

|                                 |         |
|---------------------------------|---------|
| East bound number of tons.....  | 86,189  |
| West bound number of tons ..... | 74,822  |
| Total tons.....                 | 170,711 |

TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|  | Tons.   | Per cent. |
|--|---------|-----------|
| Grain .....  | 120,820 | 44.65     |
| Flour.....   | 1,413   | .53       |
| Provisions (beef, pork, lard, etc.).....                     | 1,848   | .68       |
| Animals.....   | 9,808   | 3.65      |
| Other agricultural products.....                             | 474     | .18       |
| Lumber and forest products.....                              | 29,660  | 10.99     |
| Coal.....  | 55,174  | 20.44     |
| Plaster, lime and cement.....                                | 1,308   | .72       |
| Salt.....  | 664     | .24       |
| Petroleum and oil .....                                      | 2,560   | .95       |
| Iron, steel and castings.....                                | 16,676  | 6.18      |
| Stone and brick.....   | 1,957   | .72       |
| Manufactures—articles shipped from point of production ..... | 6,309   | 2.34      |
| Merchandise, and other articles not enumerated above .....   | 20,878  | 7.73      |
| Total tons carried .....                                     | 269,899 | 100       |

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freight at the depot, or at the office of such express company? Pacific Express Company. Pay 1½ (one and one-half) first class freight rates on all business handled by them. They do all kinds of business usually done in car on passenger train. They delivering the freight to railroad company at depot.

SLEEPING CARS.

Do sleeping, parlor, or dining-cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? Pullman sleepers, on terms stated in next answer, but no parlor or dining car.  
What is the total amount paid by your company to palace sleeping-car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars run on your road, the terms, and who receives the earnings? Pullman car; Pullman Company have all the revenue, and keep car in repair. Railroad company pay any damage done car, and three cents per mile for use of car, and supply oil and fuel.

UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$2,275 per quarter, using part of car, once each way daily.

TELEGRAPH.

What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? Western Union Telegraph Company, 67 miles.

REPORT OF ACCIDENTS FOR IOWA, DURING THE YEAR ENDING JUNE 30, 1887.  
KILLED.

| DATE.                  | NAME AND OCCUPATION.                       | PLACE.                            | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.   |
|------------------------|--|-----------------------------------|--|
| 1886.<br>March         | 20 P. Schmidt.....                         | Mills .....                       | On trestle; skull fractured.   |
| 1886.<br>August<br>May | 28 W. Bauler.....<br>20 J. B. Borgman..... | Mineola.....<br>Roseberg, Mo..... | Walking on track; bruised on legs.<br>Caused by derrick on wrecking-car; both legs broken and amputated. |



## TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT.        | KILLED.     |            |         | INJURED.    |            |         |
|---------------------------|-------------|------------|---------|-------------|------------|---------|
|                           | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Trespassers on track..... | ---         | ---        | 1       | ---         | 1          | 1       |
| Total .....               | ---         | ---        | 1       | ---         | 1          | 1       |

## SUMMARY OF ACCIDENTS IN IOWA.

|  |   |
|--|---|
| Number of persons killed during the year.....                          | 1 |
| Number of persons injured during the year.....                         | 2 |
| Number of casualties purely accidental during the entire year.....     | 1 |
| Number resulting from lack of caution, carelessness or misconduct..... | 2 |
| Number of trespassers on track killed .....                            | 1 |
| Number of trespassers on track injured .....                           | 1 |

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

General Superintendent—A. E. Buchanan, Stanberry, Missouri.  
 Superintendent of Telegraph—George F. Kinsman, Decatur, Illinois.  
 Auditor—W. L. Bedison, Council Bluffs, Iowa.  
 General Solicitor—Theodore Sheldon, Chicago, Illinois.  
 Receiver—Thomas McKissock, Council Bluffs, Iowa.

STATE OF IOWA, } ss.  
 COUNTY OF POTTAWATTAMIE.

Thomas McKissock, Receiver, and William L. Bedison, Auditor of the Council Bluffs & St. Louis Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of their knowledge and belief.

(Signed,)

[L. S. OF R. R.]

Subscribed and sworn to before me, this 12th day of September, A. D. 1887.

[L. S.]

THOS. MCKISOCK.  
 W. L. BEDISON.

A. B. WALKER,  
 Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 10th day of September, A. D. 1887.

E. G. MORGAN, Secretary.

## REPORT

OF THE

## CLARINDA &amp; ST. LOUIS RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30, 1887.

Road was originally built Roseberry, Missouri to Clarinda, Iowa, 10 miles in Missouri, 10.5 miles in Iowa, by St. Louis, Kansas City & Northern Railway in 1879. Consolidated with Wabash, as Wabash, St. Louis & Pacific Railway in 1880. This line Roseberry to Clarinda, passed in possession and charge of Thos. McKissock, Receiver, by order of United States Court, April 15, 1886.

## DEBT.

Funded debt as follows:

|   |               |
|---|---------------|
| 264 bonds; rate of interest 6 per cent..... | \$ 264,000.00 |
| Total amount of debt liabilities.....       | \$ 264,000.00 |

|   |              |
|---|--------------|
| Amount of debt per mile of road.....              | \$ 12,279.07 |
| Amount of debt representing the road in Iowa..... | 141,269.30   |
| Total amount of stock and debt.....               | 264,000.00   |
| Amount of stock and debt per mile of road.....    | 12,779.07    |

## COST OF EQUIPMENT.

This road owns no equipment. Hires and pays daily rental to Wabash.



## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                 | THROUGH.    | LOCAL.      | TOTAL.      |
|-----------------|-------------|-------------|-------------|
| July, 1886      | \$ 192.21   | \$ 321.35   | \$ 513.56   |
| August, 1886    | 124.28      | 196.05      | 320.33      |
| September, 1886 | 115.77      | 206.08      | 321.85      |
| October, 1886   | 41.37       | 191.30      | 232.67      |
| November, 1886  | 106.89      | 120.52      | 227.41      |
| December, 1886  | 106.96      | 112.50      | 219.46      |
| January, 1887   | 100.66      | 120.80      | 221.46      |
| February, 1887  | 100.51      | 145.45      | 245.96      |
| March, 1887     | 54.16       | 177.95      | 232.11      |
| April, 1887     | 64.58       | 134.00      | 198.58      |
| May, 1887       | 77.66       | 132.40      | 210.06      |
| June, 1887      | 72.19       | 162.90      | 235.09      |
| Totals          | \$ 1,157.24 | \$ 1,961.40 | \$ 3,118.70 |

## FROM TRANSPORTATION OF FREIGHT.

|                 | THROUGH.    | LOCAL.    | TOTAL.      |
|-----------------|-------------|-----------|-------------|
| July, 1886      | \$ 482.47   | \$ 12.51  | \$ 494.98   |
| August, 1886    | 462.47      | 21.64     | 484.11      |
| September, 1886 | 498.71      | 39.78     | 538.49      |
| October, 1886   | 482.66      | 32.41     | 515.06      |
| November, 1886  | 507.12      | 13.92     | 521.04      |
| December, 1886  | 365.62      | 28.81     | 394.43      |
| January, 1887   | 304.67      | 21.91     | 326.58      |
| February, 1887  | 244.50      | 34.26     | 278.76      |
| March, 1887     | 377.94      | 92.35     | 470.29      |
| April, 1887     | 318.61      | 6.68      | 325.27      |
| May, 1887       | 166.66      | 24.28     | 190.94      |
| June, 1887      | 253.44      | 6.06      | 259.50      |
| Totals          | \$ 4,464.76 | \$ 334.59 | \$ 4,799.35 |

## FROM ALL OTHER SOURCES.

|                 | MAILS. | EXPRESS.  | MISCELLANEOUS. | TOTAL. |
|-----------------|--------|-----------|----------------|--------|
| July, 1886      |        | \$ 24.32  |                |        |
| August, 1886    |        | 17.77     |                |        |
| September, 1886 |        | 17.33     |                |        |
| October, 1886   |        | 19.96     |                |        |
| November, 1886  |        | 19.72     |                |        |
| December, 1886  |        | 23.90     |                |        |
| January, 1887   |        | 9.21      |                |        |
| February, 1887  |        | 11.11     |                |        |
| March, 1887     |        | 11.29     |                |        |
| April, 1887     |        | 20.60     |                |        |
| May, 1887       |        | 23.31     |                |        |
| June, 1887      |        | 21.81     |                |        |
| Totals          |        | \$ 220.33 |                |        |

## ANALYSIS OF EARNINGS.

|   |             |             |
|---|-------------|-------------|
| Earnings, passenger:  |             |             |
| From local passengers   | \$ 1,961.46 |             |
| From through passengers   | 1,157.24    | \$ 3,118.70 |
| From express and baggage  | 222.33      |             |
| Total earnings passenger department   | \$ 3,339.03 |             |
| Earnings per train mile run [37,892 miles]                                  | .6901       |             |
| Earnings, freight:  |             |             |
| From local  | 334.50      |             |
| From through  | 4,464.76    |             |
| Total earnings freight department   | \$ 4,799.35 |             |
| Earnings per train mile run [37,832 miles]                                  | .1296       |             |
| Earnings per train mile run from all trains earning revenue, [37,623 miles] | .2197       |             |
| Proportion of transportation earnings for Iowa                              | 4,262.94    |             |
| Total earnings from all sources   | \$ 8,138.38 |             |
| Earnings per mile of road operated [31 miles]                               | 387.54      |             |
| Proportion of earnings for Iowa   | 4,262.94    |             |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|  |             |
|--|-------------|
| Repairs of road-bed and track                            | \$ 1,396.59 |
| Repairs of bridges, including culverts and cattle-guards | 253.85      |
| Repairs of fences, road-crossings and signs              | 15.40       |
| Repairs of buildings, stations and water-tanks           | 2.45        |
| Total  | \$ 1,668.29 |

## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                |          |
|--------------------------------|----------|
| Repairs of locomotives         | \$ 83.20 |
| Repairs of tools and machinery | 1.10     |
| Total                          | \$ 84.30 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|                            |             |
|----------------------------|-------------|
| Fuel for locomotives       | \$ 1,922.48 |
| Water supply               | 126.25      |
| Oil and waste              | 135.10      |
| Locomotive service         | 2,224.60    |
| Mixed train service        | 1,591.34    |
| Mixed train supplies       | 137.18      |
| Agents and station service | 1,593.93    |
| Station supplies           | 7.75        |
| Total                      | \$ 8,083.66 |



## CLASS 4.—GENERAL EXPENSES.

|   |    |          |
|---|----|----------|
| Salaries of general officers and clerks .....                   | \$ | 872.49   |
| Stationery and printing, outside agencies and advertising ..... |    | 81.91    |
| Contingencies .....   |    | 95.00    |
| Taxes in Iowa .....   | \$ | 14.59    |
| Taxes in other States .....                                     |    | 724.94   |
| Total taxes .....   |    | 739.53   |
| Total .....   | \$ | 1,278.93 |

## RECAPITULATION OF EXPENSES.

|  |    |           |
|--|----|-----------|
| Maintenance of way and buildings .....     | \$ | 1,668.23  |
| Maintenance of motive power and cars ..... |    | 84.30     |
| Conducting transportation .....            |    | 8,098.5   |
| General expenses, including taxes .....    |    | 1,278.93  |
| Total operating expenses and taxes .....   | \$ | 11,070.08 |

|   |    |          |
|---|----|----------|
| Operating expenses and taxes per mile of road operated (21.5 miles) .....                               | \$ | 514.88   |
| Operating expenses and taxes per train mile run, for trains earning revenue (37,032 miles), cents ..... |    | 29.89    |
| Proportion of operating expenses and taxes for Iowa .....   |    | 5,798.61 |
| Expenses of running and management of mixed trains per train mile, cents .....                          |    | 2.2      |
| Expenses and management of all trains earning revenue .....   | \$ | 8,098.5  |
| Percentage of expenses to earnings .....  |    | 186      |

## GENERAL EXHIBIT.

|   |    |           |
|---|----|-----------|
| Total earnings .....                                  | \$ | 8,138.38  |
| Total expenses, including taxes .....                 |    | 11,070.08 |
| Net deficit .....                                     |    | 2,931.70  |
| Deficit for the year .....                            |    | 2,931.70  |
| Deficit at commencement of the year .....             |    | 926.23    |
| Deficit at the close of the year, June 30, 1887 ..... |    | 3,857.93  |

## GENERAL RECAPITULATION.

|   |    |           |
|---|----|-----------|
| Total earnings .....  | \$ | 8,138.43  |
| Total operating expenses and taxes .....                      |    | 11,070.08 |
| Net deficit above operating expenses and taxes .....          |    | 2,931.70  |
| Net deficit above operating expenses, taxes and rentals ..... |    | 2,931.70  |
| Gross earnings per train mile run (37,032 miles, cents) ..... |    | 21.97     |
| Net deficit per train mile run (37,032 miles, cents) .....    |    | 7.91      |

## TAXES.

## AMOUNT PAID FOR THE YEAR ENDING JUNE 30, 1887.

|                       |    |        |
|-----------------------|----|--------|
| In Iowa .....         | \$ | 14.59  |
| In other States ..... |    | 724.94 |

## SURPLUS.

|  |    |          |
|--|----|----------|
| Deficit at the close of the year ..... | \$ | 3,857.93 |
|--|----|----------|

## GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS, JUNE 30, 1887.

## DEBIT.

|                                      |    |          |
|--------------------------------------|----|----------|
| To amount due from agents .....      | \$ | 388.83   |
| To amount due from other lines ..... |    | 53.08    |
| To cash in bank .....                |    | 1,766.96 |
| Deficit .....                        |    | 3,857.93 |
| Total .....                          | \$ | 6,066.80 |

## CREDIT.

|                                   |    |          |
|-----------------------------------|----|----------|
| By amount due other lines .....   | \$ | 5,462.82 |
| By amount due June pay roll ..... |    | 603.98   |
| Total .....                       | \$ | 6,066.80 |

## DESCRIPTION OF ROAD.

|   |      |
|---|------|
| Length main line of road from Roseberg, Mo., to Clarinda, Iowa, miles ..... | 21.5 |
| Length main line of road in Iowa, miles .....                               | 11.5 |
| Length main line of road in other States .....                              | 10   |
| Total length of road belonging to this company .....                        | 21.5 |
| Total length of road belonging to this company in Iowa .....                | 11.5 |
| Aggregate length of sidings and other tracks not above enumerated .....     | 1.7  |
| Same in Iowa .....  | 1.6  |
| Total length of iron rails in track in Iowa, miles .....                    | 11.5 |
| Weights per yard, iron, lbs. ....   | 50   |
| Gauge of track, 4 feet 8½ inches .....                                      |      |

## ROADS AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

|  |      |
|--|------|
| Total miles of road operated by this company .....   | 21.5 |
| Total miles of road operated by this company in Iowa not reported by any other company ..... | 11.5 |

## STATIONS.

|  |   |
|--|---|
| Number of stations on all roads owned by this company .....    | 4 |
| Same in Iowa .....   | 3 |
| Number of stations on all roads operated by this company ..... | 4 |
| Same in Iowa .....   | 3 |

## EMPLOYEES.

|  |             |
|--|-------------|
| Number of persons regularly employed on all roads operated by this company .....   | 11          |
| Same in Iowa .....   | 8           |
| Amount paid employees, including officials, on all roads operated by this company, for the year ending June 30, 1887 ..... | \$ 7,919.80 |
| Same in Iowa .....   | 4,184.47    |



## BRIDGES IN IOWA.

|  | Number. | Aggregate length. |
|--|---------|-------------------|
| Wooden truss bridges over 100 feet in length ..... | 2       | 236               |
| Wooden trestle and pile .....                      | 17      | 1,977             |

## BOX CULVERTS IN IOWA.

|              | No. | Aggregate length. |
|--------------|-----|-------------------|
| Timber ..... | 9   |                   |

## CATTLE-GUARDS.

|                         |    |
|-------------------------|----|
| Number of in Iowa ..... | 16 |
|-------------------------|----|

## ROAD-BED AND TRACK.

|  |      |
|--|------|
| Number of track sections in Iowa .....           | 1    |
| Average length of sections, miles .....          | 11.5 |
| Average number of men in each section gang ..... | 3    |

## CROSSINGS IN IOWA.

|  |    |
|--|----|
| Number of highway crossings at grade ..... | 16 |
|--|----|

## FENCING IN IOWA.

|   |      |
|---|------|
| How many miles of fencing have you on your road in Iowa ..... | 10.2 |
|---|------|

## ROLLING STOCK.

This company owns no stock used daily; cars and locomotive rented from Wabash road.

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|   |        |
|---|--------|
| Miles run by mixed trains during the year .....                         | 36,204 |
| Miles run by other trains during the year, exclusive of passenger ..... | 796    |
| Total train mileage .....   | 37,000 |

## CARS AND WEIGHT OF TRAINS.

|  |   |
|--|---|
| Average number of cars in mixed trains ..... | 5 |
|--|---|

## PASSENGER TRAFFIC.

|   |          |
|---|----------|
| Number of through passengers carried .....                    | 2,214    |
| Number of local passengers carried .....                      | 3,019    |
| Number of special ticket passengers carried .....             | 1,760    |
| Total number of passengers carried .....                      | 6,993    |
| Total passenger mileage or passengers carried one mile .....  | 112,277  |
| Average distance traveled by each passenger, miles .....      | 16       |
| Average amount received from each passenger .....             | \$ 0.445 |
| Highest rate of fare per mile for any distance, cents .....   | \$       |
| Lowest rate of fare per mile for any distance .....           | 1 1/4    |
| Average rate of fare per mile for all passengers, cents ..... | 2.77     |

## FREIGHT TRAFFIC.

|   |       |
|---|-------|
| Number of tons of through freight carried ..... | 5,117 |
| Number of tons of local freight carried .....   | 391   |
| Total tons of freight carried .....             | 5,508 |

|  |        |
|--|--------|
| Total mileage of through freight (tons carried one mile) ..... | 81,632 |
| Total mileage of local freight (tons carried one mile) .....   | 4,078  |
| Total freight mileage, or tons carried one mile .....          | 85,710 |

|   |       |
|---|-------|
| Average rate per ton per mile received for through freight, cents .....   | 0.546 |
| Average rate per ton per mile received for local freight .....  | 0.820 |
| Average rate per ton per mile received for all freight .....  | 0.569 |
| Average cost per ton per mile to move freight .....   | 0.080 |
| Percentage of freight originating at, and carried to stations in Iowa, as compared with total freight carried in Iowa. (This should not include fuel or any material for the use of the road) ..... | 8     |

## CAR MILEAGE.

|   |        |
|---|--------|
| Number of miles run by loaded freight cars east and south ..... | 6,818  |
| Number of miles run by loaded freight cars west and north ..... | 5,093  |
| Number of miles run by empty freight cars east and south .....  | 3,455  |
| Number of miles run by empty freight cars west and north .....  | 3,431  |
| Total freight car mileage .....                                 | 19,297 |

|  |       |
|--|-------|
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south ..... | 33.63 |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north ..... | 38.02 |

## SPEED OF TRAINS IN IOWA.

|   |    |
|---|----|
| Rate of speed of mixed trains, including stops, miles ..... | 14 |
|---|----|

## TONNAGE OF ARTICLES TRANSPORTED.

|  | TONS. | PER CENT. |
|--|-------|-----------|
| Grain .....  | 1,015 | 18.46     |
| Flour .....  | 66    | 01.19     |
| Provisions (beef, pork, lard, etc.) .....                    | 10    | 00.18     |
| Animals .....  | 1,122 | 20.37     |
| Other agricultural products .....                            | 65    | 01.18     |
| Lumber and forest products .....                             | 1,194 | 21.67     |
| Coal .....   | 402   | 07.30     |
| Plaster, lime and cement .....                               | 171   | 03.10     |
| Salt .....   | 60    | 01.08     |
| Petroleum and oil .....                                      | 17    | 00.31     |
| Iron, steel and castings .....                               | 139   | 02.53     |
| Stone and brick .....  | 665   | 12.07     |
| Manufactures—articles shipped from point of production ..... | 83    | 01.50     |
| Merchandise, and other articles not enumerated above .....   | 499   | 09.06     |
| Total tons carried .....                                     | 5,508 | 100       |



## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|  | TONS. | PER<br>CENT. |
|--|-------|--------------|
| Grain .....  | 553   | 13.50        |
| Flour .....  | 43    | 01.00        |
| Provisions (beef, pork, lard, etc.) .....                  | 10    | 00.25        |
| Animals .....  | 570   | 15.88        |
| Other agricultural products .....                          | 42    | 01.00        |
| Lumber and forest products .....                           | 1,018 | 25.05        |
| Coal .....   | 275   | 06.93        |
| Plaster, lime and cement .....                             | 154   | 03.88        |
| Salt .....   | 15    | 00.38        |
| Petroleum and oil .....                                    | 9     | 00.22        |
| Iron, steel and castings .....                             | 120   | 03.50        |
| Stone and brick .....                                      | 665   | 16.75        |
| Merchandise, and other articles not enumerated above ..... | 376   | 09.47        |
| Total tons carried .....                                   | 3,969 | 100.         |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freight at the depot, or at the office of such express company? Pacific Express Company. Say one and one half first class freight rates on all business handled by them. They do all kinds of business usually done in car on passenger trains; they delivering freight to railroad company at depot.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

Superintendent—A. E. Buchanan, Stanberry, Mo.  
 Auditor—W. L. Bedison, Council Bluffs, Iowa.  
 General Solicitor—Theo. Sheldon, Chicago, Illinois.  
 Receiver—Thos. McKissock, Council Bluffs, Iowa.

STATE OF IOWA, }  
 COUNTY OF POTTAWATTAMIE, }

Thomas McKissock, Receiver, and William L. Bedison, Auditor of the Clarinda & St. Louis Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of their knowledge and belief.

(Signed)  
 [L. S. OF R. R.]

THOS. MCKISSOCK.  
 W. L. BEDISON.

Subscribed and sworn to before me, this 9th day of September, A. D. 1887.

[L. S.]

A. B. WALKER,  
 Notary Public.

Received and filed in the office of the Commissioners of Railroad, this 10th day of September, A. D. 1887.

E. G. MORGAN, Secretary.

## REPORT

## OF THE

## BURLINGTON &amp; NORTHWESTERN RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

## CAPITAL STOCK.

|  |            |              |
|--|------------|--------------|
| Amount authorized by articles of association .....       | \$         | 3,000,000.00 |
| *Number of shares issued, 1,569; amount paid in .....    |            | 156,900.00   |
| Amount of common stock issued .....                      | All        |              |
| +Total amount paid in, as per books of the company ..... | \$         | 143,191.41   |
| Total miles of road owned by company .....               | 38.77      |              |
| Amount of stock per mile of road .....                   | \$         | 4,017.20     |
| Amount of stock representing the road in Iowa .....      | All        |              |
| Amount of stock held in Iowa .....                       | 156,900.00 |              |
| Total number of stockholders .....                       | 229        |              |
| Number of stockholders in Iowa .....                     | 229        |              |

\*This includes 293 shares account of tax and subscription from Washington, and Crawford townships, Washington county, not yet passed to stock account.

+In addition to this \$31,326.13 has been received from tax aid and subscription in Washington township, Washington county, and \$20,505.00 from same source from Crawford township, same county, not yet passed to stock account.



## DEBT.

## Funded debt as follows:

|   |               |
|---|---------------|
| First mortgage bonds due August 1, 1889; rate of interest, 7 per cent.....  | \$ 120,000.00 |
| Second mortgage bonds due August 2, 1886; rate of interest, 8 per cent..... | 100,000.00    |
| Total amount of funded debt.....  | \$ 220,000.00 |

## Floating debt:

|                                     |              |
|-------------------------------------|--------------|
| Incurred for current expenses.....  | \$ 31,590.46 |
| Incurred for interest on bonds..... | 68,304.00    |
| Total amount of floating debt.....  | \$ 99,894.46 |

|                                       |               |
|---------------------------------------|---------------|
| Total amount of debt liabilities..... | \$ 319,894.46 |
|---------------------------------------|---------------|

|   |               |
|---|---------------|
| Amount of debt per mile of road.....              | \$ 8,251.08   |
| Amount of debt representing the road in Iowa..... | All.          |
| Total amount of stock and debt.....               | \$ 463,085.84 |
| Amount of stock and debt per mile of road.....    | 11,913.68     |

## COST OF ROAD AND EQUIPMENT.

## CONSTRUCTION OF ROAD AND BRANCHES (NOT REPORTED SEPARATELY.)

|  |               |
|--|---------------|
| Grading.....   | \$ 48,787.32  |
| Bridging and masonry.....  | 21,238.76     |
| Superstructure, including rails.....                                       | 206,793.67    |
| Land, land damages and fences.....   | 25,484.88     |
| Passenger and freight stations, coal sheds and water stations.....         | 15,705.97     |
| Engine houses, car sheds and turn-tables.....                              |               |
| Machine shops, including machinery and tools.....                          |               |
| Interest paid during construction, discounts, etc.....                     |               |
| Engineering, agencies, salaries and other expenses during construction.... | 11,284.52     |
| All other items charged to construction not enumerated above.....          | 2,370.01      |
| Total expended for construction.....                                       | \$ 334,645.13 |

|  |             |
|--|-------------|
| Average cost of construction per mile of road (38.77 miles)..... | \$ 8,078.28 |
| Proportion of cost of construction for Iowa.....All.             |             |

The third rail used by us on the Burlington, Cedar Rapids & Northern cost us about \$1,000 per mile for 14.3 miles, and for this distance we have no other construction charge. We therefore deduct \$21,450 from the total cost of construction to get average for the remainder

## COST OF EQUIPMENT.

|  |               |
|--|---------------|
| Locomotives.....   | \$ 18,744.37  |
| Passenger, mail, baggage and express cars.....                                   | 10,060.00     |
| Freight and other cars.....  | 31,134.72     |
| Wrecking-cars, pile-drivers and tools.....                                       | 8,812.41      |
| Total for equipment.....   | \$ 68,752.43  |
| Average cost of equipment per mile of road operated by company (52.3 miles)..... | 1,218.97      |
| Proportion of cost of equipment for Iowa.....All.                                |               |
| Total cost of road and equipment.....  | \$ 303,397.56 |

|  |              |
|--|--------------|
| Average cost of road and equipment per mile (38.77 miles)..... | \$ 10,275.92 |
| Proportion of cost of road and equipment for Iowa.....All.     |              |

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|   |           |
|---|-----------|
| Passenger and freight stations, coal sheds, and water stations..... | \$ 545.73 |
|---|-----------|

## EQUIPMENT.

|   |           |
|---|-----------|
| Total expenditures charged to property account..... | \$ 545.73 |
| Net addition to property account for the year.....  | 545.73    |

## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                      | THROUGH. | LOCAL.      | TOTAL.      |
|----------------------|----------|-------------|-------------|
| July, 1886.....      |          | \$ 814.21   |             |
| August, 1886.....    |          | 647.98      |             |
| September, 1886..... |          | 1,218.90    |             |
| October, 1886.....   |          | 736.31      |             |
| November, 1886.....  |          | 652.93      |             |
| December, 1886.....  |          | 788.81      |             |
| January, 1887.....   |          | 438.69      |             |
| February, 1887.....  |          | 886.80      |             |
| March, 1887.....     |          | 1,025.73    |             |
| April, 1887.....     |          | 723.40      |             |
| May, 1887.....       |          | 761.02      |             |
| June, 1887.....      |          | 730.97      |             |
| Total.....           |          | \$ 9,421.67 | \$ 9,421.67 |

## FROM TRANSPORTATION OF FREIGHT.

|                      | THROUGH. | LOCAL.       | TOTAL.       |
|----------------------|----------|--------------|--------------|
| July, 1886.....      |          | \$ 1,860.76  |              |
| August, 1886.....    |          | 2,537.14     |              |
| September, 1886..... |          | 2,305.39     |              |
| October, 1886.....   |          | 2,333.43     |              |
| November, 1886.....  |          | 2,864.63     |              |
| December, 1886.....  |          | 4,251.03     |              |
| January, 1887.....   |          | 3,000.96     |              |
| February, 1887.....  |          | 2,426.64     |              |
| March, 1887.....     |          | 2,202.06     |              |
| April, 1887.....     |          | 2,143.70     |              |
| May, 1887.....       |          | 2,614.60     |              |
| June, 1887.....      |          | 3,470.08     |              |
| Total.....           |          | \$ 32,100.42 | \$ 32,100.42 |



## MONTHLY EARNINGS—FROM ALL OTHER SOURCES.

|                      | MAILS.      | EXPRESS.  | MISCELLANEOUS. | TOTAL.      |
|----------------------|-------------|-----------|----------------|-------------|
| July, 1886.....      | \$ 180.21   | \$ 64.38  | \$ .....       | .....       |
| August, 1886.....    | 185.21      | 50.11     | .....          | .....       |
| September, 1886..... | 185.21      | 63.96     | .....          | .....       |
| October, 1886.....   | 185.21      | 70.51     | .....          | .....       |
| November, 1886.....  | 158.15      | 111.81    | .....          | .....       |
| December, 1886.....  | 285.22      | 99.72     | .....          | .....       |
| January, 1887.....   | 185.21      | 61.15     | .....          | .....       |
| February, 1887.....  | 185.21      | 52.18     | .....          | .....       |
| March, 1887.....     | 185.22      | 65.85     | .....          | .....       |
| April, 1887.....     | 185.22      | 58.33     | .....          | .....       |
| May, 1887.....       | 172.55      | 64.41     | .....          | .....       |
| June, 1887.....      | 185.21      | 55.42     | 4.00           | .....       |
| Totals .....         | \$ 2,182.83 | \$ 817.83 | \$ 4.00        | \$ 3,004.66 |

## ANALYSIS OF EARNINGS.

|   |    |           |
|---|----|-----------|
| Earnings, passenger :                                 |    |           |
| From all passengers.....                              | \$ | 9,421.07  |
| From express and baggage .....                        |    | 817.83    |
| From mails.....                                       |    | 2,182.83  |
| Total earnings passenger department.....              | \$ | 12,422.33 |
| Total earnings freight department .....               |    | 32,100.42 |
| Earnings from all other sources.....                  |    | 4.00      |
| Total earnings from all sources .....                 | \$ | 44,526.75 |
| Earnings per mile of road operated (52.3 miles) ..... | \$ | 851.37    |
| Proportion of earnings for Iowa.....                  |    | All.      |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|  |    |           |
|--|----|-----------|
| Repairs of road-bed and track .....                            | \$ | 9,453.97  |
| Repairs of bridges, including culverts and cattle-guards ..... |    | 2,155.33  |
| Repairs of fences, road-crossings and signs .....              |    | 206.92    |
| Repairs of buildings, stations and water-tanks .....           |    | 890.00    |
| Total .....  | \$ | 12,707.12 |

## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|                              |    |          |
|------------------------------|----|----------|
| Repairs of locomotives ..... | \$ | 1,328.94 |
| Repairs of freight cars..... |    | 1,562.66 |
| Total .....                  | \$ | 2,791.60 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|   |    |           |
|---|----|-----------|
| Fuel for locomotives .....                          | \$ | 2,005.36  |
| Water supply.....                                   |    | 2,05.11   |
| Oil and waste.....                                  |    | 224.09    |
| Locomotive service.....                             |    | 1,904.00  |
| Freight and passenger train service.....            |    | 3,276.23  |
| Mileage of freight cars (debit balance).....        |    | 60.96     |
| Telegraph expenses (maintenance and operating)..... |    | 330.45    |
| Damage and loss of freight and baggage.....         |    | 39.82     |
| Damages to property and cattle.....                 |    | 60.79     |
| Personal injuries.....                              |    | 50.00     |
| Agents and station service.....                     |    | 3,636.73  |
| Total .....   | \$ | 11,797.64 |

## CLASS 4.—GENERAL EXPENSES.

|   |    |          |
|---|----|----------|
| Salaries of general officers and clerks .....                   | \$ | 3,911.75 |
| Insurance.....  |    | 173.37   |
| Stationery and printing, outside agencies and advertising ..... |    | 551.44   |
| Taxes in Iowa .....   | \$ | 1,090.05 |
| Total taxes.....  |    | 1,090.05 |
| Total .....   | \$ | 5,726.61 |

## RECAPITULATION OF EXPENSES.

|  |    |           |
|--|----|-----------|
| Maintenance of way and buildings .....     | \$ | 12,707.12 |
| Maintenance of motive power and cars ..... |    | 2,791.60  |
| Conducting transportation .....            |    | 11,797.64 |
| General expenses, including taxes .....    |    | 5,726.61  |
| Total operating expenses and taxes .....   | \$ | 33,022.97 |

|  |      |          |
|--|------|----------|
| Operating expenses and taxes per mile of road operated (52.3 miles)..... | \$   | 631.40   |
| Proportion of operating expenses and taxes for Iowa .....                | All. |          |
| Expenses of running and management of all trains earning revenue .....   |      | 7,614.79 |
| Percentage of expenses to earnings .....                                 |      | 75       |

## GENERAL EXHIBIT.

|   |    |           |
|---|----|-----------|
| Total earnings.....   | \$ | 44,526.75 |
| Total expenses, including taxes.....                        |    | 33,022.07 |
| Net earnings .....  |    | 11,503.78 |
| Rentals, specifying amount paid to each company :           |    |           |
| Burlington, Cedar Rapids & Northern.....                    | \$ | 4,248.00  |
| Interest accruing during the year.....                      |    | 16,400.00 |
| Interest on funded debt.....                                |    | 68,304.00 |
| Interest falling due during the year and not paid.....      |    | 16,400.00 |
| Balance for the year.....                                   |    | 9,144.22  |
| Balance at commencement of the year.....                    |    | 64,524.37 |
| Balance at the close of the year, June 30, 1887, debit..... | \$ | 73,668.59 |



## GENERAL RECAPITULATION.

|  |    |           |
|--|----|-----------|
| Total earnings.....  | \$ | 44,526.75 |
| Total operating expenses and taxes.....                      |    | 38,022.97 |
| Net earnings above operating expenses and taxes.....         |    | 11,503.78 |
| Net earnings above operating expenses, taxes and rental..... |    | 7,203.78  |

## TAXES.

AMOUNT PAID FOR YEAR ENDING JUNE 30, 1887.

|              |    |          |
|--------------|----|----------|
| In Iowa..... | \$ | 1,090.05 |
|--------------|----|----------|

GENERAL BALANCE SHEET, AT THE CLOSING OF ACCOUNTS, JUNE 30, 1887.

## DEBIT.

|  |    |            |
|--|----|------------|
| Cash and contingent.....                       | \$ | 2,932.48   |
| Supplies.....                                  |    | 4,178.51   |
| Construction.....                              |    | 334,445.13 |
| Equipment.....                                 |    | 63,752.43  |
| Accounts and bills receivable.....             |    | 22,266.45  |
| Due from agents and connecting lines.....      |    | 1,261.97   |
| Operating expenses, including track rents..... |    | 36,180.91  |
| Bond interest.....                             |    | 16,400.00  |
| Taxes.....                                     |    | 1,090.05   |
| Income account.....                            |    | 77,378.78  |
| Total.....                                     | \$ | 560,026.72 |

## CREDIT.

|   |    |            |
|---|----|------------|
| Stock.....                              | \$ | 143,191.41 |
| Funded debt.....                        |    | 220,000.00 |
| Local aid.....                          |    | 52,332.13  |
| Earnings.....                           |    | 44,526.75  |
| Due to agents and connecting lines..... |    | 81.97      |
| Accounts and bills payable.....         |    | 99,894.46  |
| Total.....                              | \$ | 560,026.72 |

## DESCRIPTION OF ROAD.

|  |       |
|--|-------|
| Length main line of road from Medtapolis to Washington, Iowa.....      | 38.77 |
| Length main line of road in Iowa.....                                  | All.  |
| Total length of road belonging to this company.....                    | 38.77 |
| Total length of road belonging to this company in Iowa.....            | All.  |
| Aggregate length of sidings and other tracks not above enumerated..... | 3.48  |
| Same in Iowa.....  | All.  |
| (Weight per yard, iron, 30 lbs.)                                       |       |
| Gauge of track, 3 feet.  |       |

ROADS AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

Name, description and length of each:

This company has leased the right to run over 14.13 miles of the B., C. & N. R'y by means of a third rail laid down and owned by this company between Mediapolis and Burlington. This company has also laid down and is using 2-10 mile of side track on depot grounds, belonging to said corporation.

|   |       |
|---|-------|
| Total length of above roads.....  | 14.13 |
| Total length of above roads in Iowa.....  | 14.13 |
| Total miles of road operated by this company in Iowa not reported by any other company..... | 52.03 |

## STATIONS.

|   |      |
|---|------|
| Number of stations on all roads owned by this company.....    | 9    |
| Same in Iowa.....   | All. |
| Number of stations on all roads operated by this company..... | 12   |
| Same in Iowa.....   | All. |
| Number of telegraph offices in stations in Iowa.....          | 6    |

## EMPLOYEES.

|  |           |
|--|-----------|
| Number of persons regularly employed on all roads operated by this company.....  | 65        |
| Same in Iowa.....  | All.      |
| Amount paid employees, including officials, on all roads operated by this company for the year ending June 30, 1887..... | 25,000.00 |
| Same in Iowa.....  | All.      |

## BRIDGES IN IOWA.

|   | Number. | Aggregate length. |
|---|---------|-------------------|
| Iron truss bridges, feet in length..... | 1       | 90                |
| Wooden trestle and pile.....            | 27      | 2,322             |

## ARCH CULVERTS AND VIADUCTS IN IOWA.

|                                |   |
|--------------------------------|---|
| Less than 20 feet opening..... | 3 |
|--------------------------------|---|

## BOX CULVERTS IN IOWA.

|                           |    |
|---------------------------|----|
| Timber.....               | 15 |
| Stone and sewer pipe..... | 38 |

## CATTLE-GUARDS.

|                        |     |
|------------------------|-----|
| Number of in Iowa..... | 156 |
|------------------------|-----|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|   |   |     |
|---|---|-----|
| Amount of trestle work repaired with earth during the year (lineal feet).....         | 7 | 328 |
| Timber culverts and wooden trestle replaced with sewer pipe....                       | 7 |     |
| Give the number of years that trestle and pile bridges last on your road in Iowa..... | 8 |     |



## ROAD-BED AND TRACK.

|  |       |
|--|-------|
| Number of track sections in Iowa .....   | 7     |
| Average length of sections, miles.....   | 6 1/2 |
| Average number of men in each section gang.....  | 2     |
| Number of new ties laid in track during the year in Iowa.....                                    | 6,514 |
| Average number of new ties per mile of road .....  | 168   |
| What is the average number of years that iron rails last in your track on main line in Iowa..... | 8     |
| What is the average number of years that ties last in your track in Iowa....                     | 8     |

## CROSSINGS IN IOWA.

|  |    |
|--|----|
| What road crosses your road at grade, and at what locality?<br>Central Iowa, 1 mile south of Winfield. |    |
| Number of highway crossings at grade .....   | 63 |
| Number of highway crossings under railroad .....   | 2  |

## FENCING IN IOWA.

|  |             |
|--|-------------|
| How many miles of fencing have you on your road in Iowa .....                          | 11.00       |
| What is the average cost per rod, cents.....   | 35          |
| What is the total cost of same .....   | \$ 2,370.40 |
| How many miles of new fencing have you built during the year .....                     | 2.79        |
| Give the number of miles needed on both sides of your track in each county<br>In Iowa: |             |
| In Des Moines county .....   | 4.91        |
| In Henry county.....   | 7.77        |
| In Louisa county .....   | 2.84        |
| In Washington county .....   | 5.42        |
| Total miles .....  | 24.98       |

## ROLLING STOCK.

|   | Owned. | Total. |
|---|--------|--------|
| Number of passenger cars.....                 | 2      | 2      |
| Number of baggage, mail and express cars..... | 1      | 1      |
| Number of box freight cars .....              | 52     | 52     |
| Number of platform and coal cars .....        | 3      | 3      |
| Number of other cars .....                    | 14     | 14     |
| Total number of cars .....                    | 72     | 72     |

|  |        |
|--|--------|
| Number of locomotives.....   | 2      |
| Maximum weight of locomotives and tenders, tons.....   | 20     |
| Average weight of locomotives and tenders, tons .....  | 17     |
| Maximum weight of passenger cars, tons.....  | 10 1/2 |
| Average weight of passenger cars, tons.....  | 9      |
| Number of passenger, mail and express cars equipped with Miller platform and buffer .....  | 3      |
| The amount of tonnage that can be carried over your road in Iowa exclusive of cars, by an engine of given weight. Weight of engine, 20 tons..... | 160    |

Several miles of fencing on our right of way belongs to private parties, for which we have paid nothing, and is not included herein.

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|   |        |
|---|--------|
| Miles run by passenger and freight trains during the year.....    | 23,314 |
| Miles run by switching trains during the year .....               | 15,520 |
| Miles run by construction and repair trains during the year ..... | 820    |
| Total train mileage.....  | 39,654 |

## CARS AND WEIGHT OF TRAINS.

|  |    |
|--|----|
| Average number of cars in passenger trains .....                       | 2  |
| Average weight of passenger trains, exclusive of passengers, tons..... | 20 |
| Average number of cars in freight trains.....                          | 5  |
| Average weight of trains, exclusive of freight, tons .....             | 45 |

## PASSENGER TRAFFIC.

|   |       |
|---|-------|
| Highest rate of fare per mile for any distance, cents ..... | 3     |
| Lowest rate of fare per mile for any distance, cents. ....  | 1 1/4 |

## CAR MILEAGE.

|   |        |
|---|--------|
| Number of miles run by loaded freight cars east and south ..... | 25,277 |
| Number of miles run by loaded freight cars west and north.....  | 16,918 |
| Number of miles run by empty freight cars east and south .....  | 6,843  |
| Number of miles run by empty freight cars west and north .....  | 10,266 |
| Total freight car mileage.....                                  | 59,404 |

|   |       |
|---|-------|
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south..... | 21.27 |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north..... | 37.07 |

## SPEED OF TRAINS IN IOWA.

|  |    |
|--|----|
| Rate of speed of passenger trains, including stops, miles..... | 18 |
| Rate of speed of freight trains, including stops, miles .....  | 15 |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? American; 1 1/4 first class freight rates. Take freight at depot. Do a general express business.

## UNITED STATES MAILS IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$42.75 per mile per annum. Daily each way except Sunday. Total compensation, \$2,274.24.

What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$40.20.



## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? None.

What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? Western Union Telegraph Co., 38.77 miles.

## REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1887.

## INJURED.

| DATE           | NAME AND OCCUPATION.    | PLACE.        | CAUSE OF ACCIDENT AND CHARACTER OF INJURY. |
|----------------|-------------------------|---------------|--|
| 1887.<br>April | 19 Geo. Stephenson..... | Winfield..... | Coupling case; hand injured.               |



## TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT.  | KILLED.     |            |         | INJURED.    |            |         |
|---------------------|-------------|------------|---------|-------------|------------|---------|
|                     | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Coupling cars ..... | .....       | .....      | .....   | .....       | 1          | .....   |

## SUMMARY OF ACCIDENTS FOR IOWA.

Number of casualties purely accidental during the year . . . . . 1

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—T. W. Barhydt, Burlington, Iowa.  
*Vice-President*—J. T. Remey, Burlington, Iowa.  
*Secretary and Treasurer*—R. M. Green, Burlington, Iowa.  
*General Superintendent*—Jno. T. Gerry, Burlington, Iowa.  
*Superintendent of Telegraph*—Jno. T. Gerry, Burlington, Iowa.  
*Auditor*—J. A. Ostrander, Burlington, Iowa.  
*General Passenger and Freight Agent*—Jno. T. Gerry, Burlington, Iowa.

## DIRECTORS, NAME AND POST OFFICE ADDRESS.

T. W. Barhydt, Burlington, Iowa.  
 J. T. Remey, Burlington, Iowa.  
 W. W. Baldwin, Burlington, Iowa.  
 J. W. Blythe, Burlington, Iowa.  
 Lyman Cooke, Burlington, Iowa.  
 C. P. Squires, Burlington, Iowa.  
 H. H. Garrett, Burlington, Iowa.  
 H. B. Scott, Burlington, Iowa, Iowa.  
 Norman Everson, Washington, Iowa.

Date of annual meeting of stockholders, third Wednesday of June.

Fiscal year of company ends December 31st.

General offices of the company are located at Burlington, Iowa.

STATE OF IOWA.  
 COUNTY OF DES MOINES. } ss.

John F. Gerry, Superintendent, and J. A. Ostrander, Auditor, of the Burlington & Northwestern Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and, having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of their knowledge and belief.

(Signed,)

JOHN T. GERRY.  
 J. A. OSTRANDER.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 9th day of September, A. D. 1887.

H. A. KELLEY.  
 Notary Public.

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 15th day of September, A. D. 1887.

E. G. MORGAN,  
 Secretary.



## REPORT

OF THE

## BURLINGTON &amp; WESTERN RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

## CAPITAL STOCK.

|   |                 |
|---|-----------------|
| Amount authorized by articles of association .....      | \$ 3,000,000.00 |
| Number of shares issued, 8,568; amount paid in .....    | 856,801.82      |
| Amount of common stock issued.....All.                  |                 |
| Total amount paid in, as per books of the company ..... | \$ 856,801.82   |

|  |            |
|--|------------|
| Total miles of road now operated by company .....      | 70.7       |
| Amount of stock per mile of road.....\$                | 12,118.81  |
| Amount of stock representing the road in Iowa.....All. |            |
| Amount of stock held in Iowa.....                      | 856,801.82 |
| Total number of stockholders.....                      | 6          |
| Number of stockholders in Iowa.....All.                |            |

## DEBT.

Funded debt as follows:

|   |               |
|---|---------------|
| First mortgage bonds due August 1, 1906; rate of interest 7 per cent.....\$ | 571,301.21    |
| Total amount of funded debt.....  | \$ 571,301.21 |

Floating debt:

|                                       |               |
|---------------------------------------|---------------|
| Incurred for current expenses .....   | \$ 36,075.24  |
| Incurred for interest on bonds.....   | 99,946.00     |
| Total amount of floating debt.....    | \$ 136,021.24 |
| Total amount of debt liabilities..... | \$ 707,322.45 |

|   |                 |
|---|-----------------|
| Amount of debt per mile of road.....\$                | 10,003.13       |
| Amount of debt representing the road in Iowa.....All. |                 |
| Total amount of stock and debt.....                   | \$ 1,564,024.27 |
| Amount of stock and debt per mile of road.....        | 22,121.98       |

## COST OF ROAD AND EQUIPMENT.

CONSTRUCTION OF ROAD AND BRANCHES (NOT REPORTED SEPARATELY).

|  |               |
|--|---------------|
| Grading.....   | \$ 158,532.86 |
| Bridging and masonry.....  | 86,471.08     |
| Superstructure, including rails.....   | 302,734.45    |
| Land, land damages, and fences.....  | 72,724.98     |
| Passenger and freight stations, coal sheds, and water stations.....          | 23,277.18     |
| Engine houses, car sheds and turn-tables .....                               |               |
| Machine shops, including machinery and tools.....                            |               |
| Interest paid during construction, discounts, etc.....                       | 668,003.03    |
| Engineering, agencies, salaries, and other expenses during construction..... | 23,497.43     |
| Oskaloosa coal track.....  | 2,199.08      |
| All other items charged to construction not enumerated above.....            | 5,362.30      |
| Burlington yards, betterments, telegraph construction.....                   | 1,745.38      |
| Total expended for construction .....  | 13,344,548.37 |

|  |           |
|--|-----------|
| Average cost of construction per mile of road (70.7 miles) ..... | 19,017.65 |
| Proportion as cost of construction for Iowa.....All.             |           |

## COST OF EQUIPMENT.

|   |                 |
|---|-----------------|
| Locomotives .....   | \$ 32,126.27    |
| Passenger, mail, baggage and express cars .....                                   | 10,838.25       |
| Freight and other cars .....  | 49,048.29       |
| Wrecking-cars, pile-drivers and tools.....  | 558.45          |
| Total for equipment.....  | \$ 92,571.26    |
| Average cost of equipment per mile of road operated by company (70.7 miles) ..... | 1,309.35        |
| Proportion of cost of equipment for Iowa.....All.                                 |                 |
| Total cost of road and equipment.....   | \$ 1,437,119.63 |

|  |              |
|--|--------------|
| Average cost of road and equipment per mile (70.7 miles) ..... | \$ 20,326.90 |
| Proportion of cost of road and equipment for Iowa.....All.     |              |

## PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|  |             |
|--|-------------|
| Land, land damages and fences.....                                   | \$ 1,430.43 |
| Passenger and freight stations, coal sheds, and water stations ..... | 570.07      |
| Total expenditures charged to property account.....                  | \$ 2,000.52 |
| Net addition to property account for the year.....                   | 2,000.52    |



## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                 | THROUGH. | LOCAL.       | TOTAL.       |
|-----------------|----------|--------------|--------------|
| July, 1886      |          | \$ 922.34    |              |
| August, 1886    |          | 905.70       |              |
| September, 1886 |          | 1,612.44     |              |
| October, 1886   |          | 989.81       |              |
| November, 1886  |          | 811.24       |              |
| December, 1886  |          | 851.69       |              |
| January, 1887   |          | 638.52       |              |
| February, 1887  |          | 638.53       |              |
| March, 1887     |          | 925.02       |              |
| April, 1887     |          | 742.57       |              |
| May, 1887       |          | 709.25       |              |
| June, 1887      |          | 906.18       |              |
| Totals          |          | \$ 10,713.33 | \$ 10,713.33 |

## FROM TRANSPORTATION OF FREIGHT.

|                 | THROUGH. | LOCAL.       | TOTAL.       |
|-----------------|----------|--------------|--------------|
| July, 1886      |          | \$ 2,550.19  |              |
| August, 1886    |          | 2,995.74     |              |
| September, 1886 |          | 3,541.87     |              |
| October, 1886   |          | 2,492.36     |              |
| November, 1886  |          | 3,228.00     |              |
| December, 1886  |          | 3,420.95     |              |
| January, 1887   |          | 2,526.31     |              |
| February, 1887  |          | 2,440.80     |              |
| March, 1887     |          | 2,784.24     |              |
| April, 1887     |          | 2,731.96     |              |
| May, 1887       |          | 2,385.02     |              |
| June, 1887      |          | 2,251.67     |              |
| Totals          |          | \$ 32,649.01 | \$ 32,649.01 |

## MONTHLY EARNINGS—FROM ALL OTHER SOURCES.

|                 | MAILS.      | EXPRESS.    | MISCELLANEOUS. | TOTAL.      |
|-----------------|-------------|-------------|----------------|-------------|
| July, 1886      | \$ 264.57   | \$ 128.81   | \$ 13.00       | \$ 406.38   |
| August, 1886    | 264.57      | 128.81      |                | 393.38      |
| September, 1886 | 264.57      | 151.48      | 8.00           | 424.05      |
| October, 1886   | 264.57      | 168.25      | 8.00           | 440.82      |
| November, 1886  | 216.41      | 240.10      | 8.00           | 464.51      |
| December, 1886  | 264.59      | 232.71      | 19.00          | 516.30      |
| January, 1887   | 264.59      | 108.26      | 11.00          | 383.85      |
| February, 1887  | 587.07      | 114.58      | 8.00           | 709.65      |
| March, 1887     | 264.57      | 110.62      | 8.00           | 383.19      |
| April, 1887     | 264.57      | 132.11      | 1.50           | 398.18      |
| May, 1887       | 258.86      | 113.91      | 5.00           | 377.77      |
| June, 1887      | 264.57      | 111.46      |                | 376.03      |
| Totals          | \$ 3,143.53 | \$ 1,740.67 | \$ 89.50       | \$ 4,973.68 |

## ANALYSIS OF EARNINGS.

|  |       |           |
|--|-------|-----------|
| Earnings, passenger:   |       |           |
| From all passengers  | \$    | 10,713.33 |
| From express and baggage   |       | 1,740.67  |
| From mails   |       | 3,143.51  |
| Total earnings passenger department  | \$    | 15,597.51 |
| Earnings per train mile run (68,211 miles), cents                            | 0.229 |           |
| Earnings, freight:   |       |           |
| Total earnings, freight department   | \$    | 32,347.01 |
| Earnings per train mile run (65,709 miles)                                   | \$    | 0.497     |
| Earnings per train mile run, from all trains earning revenue (133,920 miles) | 0.363 |           |
| Earnings from all other sources  |       | 89.50     |
| Total earnings from all sources  | \$    | 48,336.02 |
| Earnings per mile of road operated (104.57 miles)                            | \$    | 462.94    |
| Proportion of earnings for Iowa  |       | All.      |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|  |    |           |
|--|----|-----------|
| Repairs of road-bed and track                            | \$ | 12,158.41 |
| Renewal of rails (No. tons laid, steel)                  |    |           |
| Renewal of ties (No. laid)                               |    |           |
| Repairs of bridges, including culverts and cattle-guards |    | 750.58    |
| Repairs of fences, road-crossings and signs              |    | 168.50    |
| Repairs of buildings, stations and water-tanks           |    | 760.37    |
| Total  | \$ | 13,837.86 |

## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|                           |    |          |
|---------------------------|----|----------|
| Repairs of locomotives    | \$ | 2,844.20 |
| Repairs of passenger cars | \$ | 1,932.38 |
| Repairs of freight cars   |    |          |
| Total                     | \$ | 4,776.58 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|  |    |           |
|--|----|-----------|
| Fuel for locomotives                           | \$ | 5,455.71  |
| Water supply                                   |    | 687.73    |
| Oil and waste                                  |    | 624.07    |
| Locomotive service                             |    | 7,472.31  |
| Freight and passenger train service            |    | 5,033.38  |
| Mileage of freight cars (debit balance)        |    | 126.04    |
| Telegraph expenses (maintenance and operating) |    | 7.77      |
| Damage and loss of freight and baggage         |    | 463.57    |
| Damages to property and cattle                 |    | 1,273.93  |
| Personal injuries                              |    | 163.40    |
| Agents and station service                     |    | 5,300.48  |
| Total  | \$ | 26,698.39 |



## CLASS 4.—GENERAL EXPENSES.

|  |    |          |
|--|----|----------|
| Salaries of general officers and clerks.....                   | \$ | 4,353.89 |
| Insurance.....   |    | 265.27   |
| Stationery and printing, outside agencies and advertising..... |    | 351.13   |
| Contingencies.....   |    | 5.30     |
| Taxes in Iowa.....   |    | 1,977.74 |
| Total.....   | \$ | 6,907.33 |

## RECAPITULATION OF EXPENSES.

|   |    |           |
|---|----|-----------|
| Maintenance of way and buildings.....     | \$ | 13,897.86 |
| Maintenance of motive power and cars..... |    | 4,476.58  |
| Conducting transportation.....            |    | 26,606.39 |
| General expenses, including taxes.....    |    | 6,907.33  |
| Total operating expenses and taxes.....   | \$ | 51,920.16 |

|  |       |           |
|--|-------|-----------|
| Operating expenses and taxes per mile of road operated<br>(104.57 miles).....                              | \$    | 496.51    |
| Operating expenses and taxes per train mile run, for trains<br>earning revenue (133,920 miles), cents..... | 0.387 |           |
| Expenses of running and management of all trains earning<br>revenue.....                                   | \$    | 19,273.20 |
| Percentage of expenses to earnings.....  | 1.07¼ |           |

## GENERAL EXHIBIT.

|  |    |            |
|--|----|------------|
| Total earnings.....                                    | \$ | 48,336.02  |
| Total expenses, including taxes.....                   |    | 51,920.16  |
| Net deficit.....                                       |    | 3,584.14   |
| Interest accruing during the year.....                 |    | 39,984.00  |
| Interest on funded debt.....                           |    | 99,946.00  |
| Interest falling due during the year and not paid..... |    | 39,984.00  |
| Deficit for the year.....                              |    | 43,568.14  |
| Deficit at commencement of the year.....               |    | 81,388.46  |
| Deficit at the close of the year, June 30, 1887.....   | \$ | 124,956.60 |

## GENERAL RECAPITULATION.

|  |       |           |
|--|-------|-----------|
| Total earnings.....  | \$    | 48,336.02 |
| Total operating expenses and taxes.....                        |       | 51,920.16 |
| Net deficit above operating expenses and taxes.....            |       | 3,584.14  |
| Gross earnings per train mile run, (133,392 miles), cents..... | .3633 |           |

## TAXES.

## AMOUNT PAID FOR YEAR ENDING JUNE 30, 1887.

|              |    |          |
|--------------|----|----------|
| In Iowa..... | \$ | 1,977.74 |
|--------------|----|----------|

## GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS, JUNE 30, 1887.

## DEBIT.

|   |    |              |
|---|----|--------------|
| Cash and contingent.....                  | \$ | 2,669.77     |
| Supplies.....                             |    | 100.08       |
| Construction.....                         |    | 1,944,548.87 |
| Equipment.....                            |    | 92,571.26    |
| Accounts and bills receivable.....        |    | 1,501.39     |
| Due from agents and connecting lines..... |    | 605.07       |
| Operating expenses.....                   |    | 49,942.42    |
| Bond interest.....                        |    | 39,984.00    |
| Taxes.....                                |    | 1,977.74     |
| Income account.....                       |    | 86,866.94    |
| Total.....                                | \$ | 1,620,775.44 |

## CREDIT.

|   |    |              |
|---|----|--------------|
| Capital stock and scrip.....            | \$ | 856,801.82   |
| First mortgage bonds and scrip.....     |    | 571,201.21   |
| Local aid.....                          |    | 8,306.20     |
| Earnings.....                           |    | 48,336.02    |
| Due to agents and connecting lines..... |    | 108.95       |
| Accounts and bills payable.....         |    | 136,021.24   |
| Total.....                              | \$ | 1,620,775.44 |

## DESCRIPTION OF ROAD.

|  |      |
|--|------|
| Length main line of road from Winfield to Oskaloosa, Iowa, miles.....  | 70.7 |
| Total length of road belonging to this company.....                    | 70.7 |
| Total length of road belonging to this company in Iowa.....            | All. |
| Aggregate length of sidings and other tracks not above enumerated..... | 3.00 |
| Same in Iowa.....  | 3.00 |
| Total length of iron rails in tracks in Iowa.....                      | 70.7 |
| Weight per yard, iron, 35 pounds.                                      |      |
| Gauge of track, 3 feet.  |      |

## ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

## Name, description and length of each:

|  |        |
|--|--------|
| This company has acquired the right by payment of proportion of joint<br>expense to run over the Burlington & Northwestern Railway from<br>Winfield to Mediapolis, 18.50 miles, thence to Burlington, 15.3 miles,<br>over the Burlington, Cedar Rapids & Northern Railway, under con-<br>tract of the Burlington & Northwestern Railway with that company. |        |
| Total length of above roads, miles.....  | 33.8   |
| Total length of above roads in all.....  | All.   |
| Total miles of road operated by this company.....  | 104.51 |



## STATIONS.

|   |    |
|---|----|
| Number of stations on all roads owned by this company.....    | 15 |
| Same in Iowa.....All.   |    |
| Number of stations on all roads operated by this company..... | 24 |
| Same in Iowa.....All.   |    |
| Number of telegraph offices in stations in Iowa.....          | 16 |

## EMPLOYES.

|  |              |
|--|--------------|
| Number of persons regularly employed on all roads operated by this company.....  | 75           |
| Same in Iowa.....All.  |              |
| Amount paid employees, including officials, on all roads operated by this company for the year ending June 30, 1887..... | \$ 30,000.00 |
| Same in Iowa.....All.  |              |

## BRIDGES IN IOWA.

|   | No. | Aggregate Length. |
|---|-----|-------------------|
| Iron truss bridges over 100 feet in length..... | 2   | 505               |
| Wooden trestle and pile.....                    | 48  | 7,174             |

## ARCH CULVERTS AND VIADUCTS IN IOWA.

|                                   |    |
|-----------------------------------|----|
| With 20 feet opening or more..... |    |
| Less than 20 feet opening.....    | 41 |

## BOX CULVERTS IN IOWA.

|                           |    |
|---------------------------|----|
| Timber.....               | 38 |
| Stone and sewer pipe..... | 28 |

## CATTLE-GUARDS.

|                        |     |
|------------------------|-----|
| Number of in Iowa..... | 280 |
|------------------------|-----|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|  |    |    |
|--|----|----|
| Amount of trestle work replaced with earth during the year (lineal feet).... | 4  | 66 |
| Timber culverts replaced with sewer pipe.....                                | 22 |    |

## ROAD-BED AND TRACK.

|   |       |
|---|-------|
| Number of track sections in Iowa.....                         | 10    |
| Average length of section, miles.....                         | 7     |
| Average number of men in each section gang.....               | 3     |
| Number of new ties laid in track during the year in Iowa..... | 1,867 |
| Average number of new ties per mile of road.....              | 26    |

## CROSSINGS IN IOWA.

|   |
|---|
| What railroad crosses your road at grade, and at what locality? |
| Central Iowa, one half mile west of Brighton.                   |
| Central Iowa, one mile west of Martinsburg.                     |
| Central Iowa, one half mile west of Hedrick.                    |
| Central Iowa, one mile south of Oskaloosa.                      |
| Chicago, Rock Island & Pacific, at Oskaloosa.                   |
| Chicago & Northwestern, at Cedar.                               |

|   |
|---|
| What railroads cross your road, either over or under, and at what locality? |
| Chicago, Rock Island & Pacific, at Brighton.                                |
| Chicago, Milwaukee & St. Paul, at Hedrick.                                  |

Number of highway crossings at grade.....

## FENCING IN IOWA.

|   |          |
|---|----------|
| How many miles of fencing have you on your road in Iowa.....      | 14.25    |
| What is the average cost per rod.....                             | \$ .55   |
| What is the total cost of same.....                               | 4,931.78 |
| How many miles of new fencing have you built during the year..... | 2.25     |

Give the number of miles needed on both sides of your track in each county

|                           |       |
|---------------------------|-------|
| In Iowa:                  |       |
| In Henry county.....      | 10.75 |
| In Washington county..... | 8.60  |
| In Jefferson county.....  | 12.10 |
| In Keokuk county.....     | 12.50 |
| In Mahaska county.....    | 12.50 |
| Total miles.....          | 56.45 |

## ROLLING STOCK.

|  | Leased | Owned. | Total. |
|--|--------|--------|--------|
| Number of passenger cars.....  | 2      | 2      | 2      |
| Number of baggage, mail and express cars.....  | 2      | 2      | 2      |
| Number of box freight cars.....  | 20     | 70     | 90     |
| Number of stock cars.....  | 20     | 20     | 20     |
| Number of platform and coal cars.....  | 30     | 30     | 30     |
| Number of other cars.....  | 18     | 18     | 18     |
| Total number of cars.....  | 20     | 142    | 162    |
| Number of locomotives.....   |        |        | 3      |
| Maximum weight of locomotives and tenders, tons.....   |        |        | 22     |
| Average weight of locomotives and tenders, tons.....   |        |        | 22     |
| Maximum weight of passenger cars, tons.....  |        |        | 10     |
| Average weight of passenger cars, tons.....  |        |        | 10     |
| Number of passenger cars equipped with Miller platform and buffer.....   |        |        | 2      |
| The amount of tonnage that can be carried over your road in Iowa exclusive of cars, by an engine of given weight. Weight of engine, 22 tons... |        |        | 160    |



## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|   |         |
|---|---------|
| Miles run by passenger trains during the year .....               | 68,211  |
| Miles run by freight trains during the year .....                 | 65,709  |
| Miles run by construction and repair trains during the year ..... | 60      |
| Total train mileage .....   | 133,980 |

## CARS AND WEIGHT OF TRAINS.

|   |    |
|---|----|
| Average number of cars in passenger trains .....                        | 3  |
| Average weight of passenger trains, exclusive of passengers, tons ..... | 30 |
| Average number of cars in freight trains .....                          | 9  |
| Average weight of freight trains, exclusive of freight, tons .....      | 81 |

## PASSENGER TRAFFIC.

|  |  |       |
|--|--|-------|
| Number of through passengers carried .....                   | } No records kept by<br>which these ques-<br>tions can be ans-<br>wered. |       |
| Number of local passengers carried .....                     |  |       |
| Number of special ticket passengers carried .....            |  |       |
| Total number of passengers carried .....                     |  |       |
| Total passenger mileage or passengers carried one mile ..... |  |       |
| Average distance traveled by each passenger .....            |  |       |
| Highest rate of fare per mile for any distance, cents .....  |  | 8     |
| Lowest rate of fare per mile for any distance, cents .....   |  | 1 1/4 |

## CAR MILEAGE.

|   |         |
|---|---------|
| Number of miles run by loaded freight cars east and south .....   | 209,366 |
| Number of miles run by loaded freight cars west and north .....   | 139,504 |
| Number of miles run by empty freight cars east and south .....  | 48,415  |
| Number of miles run by empty freight cars west and north .....  | 72,624  |
| Total freight car mileage .....   | 469,799 |
| Percentage of empty freight cars hauled east and south to all freight cars<br>hauled east and south ..... | 18.8    |
| Percentage of empty freight cars hauled west and north to all freight cars<br>hauled west and north ..... | 34.25   |

## SPEED OF TRAINS IN IOWA.

|  |     |
|--|-----|
| Rate of speed of passenger trains, including stops ..... | 23% |
| Rate of speed of freight trains, including stops .....   | 10% |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? American. General express business. One and one-half first class freight rates. Take freight at depot.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$42.75 per mile per annum for service daily each way, except Sunday, between Winfield and Oskaloosa. 70.7

## TELEGRAPH.

What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? Western Union Telegraph Company, 70.2 miles.



## REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1887.

INJURED.

| DATE. | NAME AND OCCUPATION.          | PLACE.                               | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.  |
|-------|-------------------------------|--------------------------------------|---|
| 1886. |                               |                                      |   |
| July  | 27 Jacob Young, farmer.....   | Four miles north of Burlington ..... | Attempted to cross track with team ahead of passenger train; slight injury to right shoulder, due to strain, and slight bruise on right temple. |
| July  | 27 Edward Balzer, farmer..... | Four miles north of Burlington ..... | Attempted to cross track with team ahead of passenger train; slight bruise of left shoulder and chest.  |

## TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT.     | KILLED.     |            |         | INJURED.    |            |         |
|------------------------|-------------|------------|---------|-------------|------------|---------|
|                        | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Highway crossings..... | .....       | .....      | .....   | .....       | .....      | .....   |
| Total .....            | .....       | .....      | .....   | .....       | .....      | .....   |

## SUMMARY OF ACCIDENTS FOR IOWA.

Number resulting from lack of caution, carelessness or misconduct..... 2

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—T. W. Barhydt, Burlington, Iowa.  
 Vice-President—C. P. Squires, Burlington, Iowa.  
 Secretary and Treasurer—R. M. Green, Burlington, Iowa.  
 General Superintendent—Jno. T. Gerry, Burlington, Iowa.  
 Superintendent of Telegraph—Jno. T. Gerry, Burlington, Iowa.  
 Auditor—J. A. Ostrander, Burlington, Iowa.  
 General Passenger and Freight Agent—Jno. T. Gerry, Burlington, Iowa.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

T. W. Barhydt, Burlington, Iowa.  
 C. P. Squires, Burlington, Iowa.  
 A. G. Adams, Burlington, Iowa.  
 J. W. Blythe, Burlington, Iowa.  
 H. B. Scott, Burlington, Iowa.

STATE OF IOWA, } ss.  
 COUNTY OF DES MOINES, }

John T. Gerry, Superintendent, and J. A. Ostrander, Auditor of the Burlington & Western Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of their knowledge and belief.

(Signed)  
 [L. S. OF R. R.]

JOHN T. GERRY.  
 J. A. OSTRANDER.

Subscribed and sworn to before me, this 9th day of September, A. D. 1887.

[L. S.]

H. A. KELLEY,  
 Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 15th day of September, A. D. 1887.

E. G. MORGAN, Secretary.



## REPORT

OF THE

## FT. MADISON &amp; NORTHWESTERN RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

## PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL HAS BEEN INCREASED DURING THE YEAR.

|  |   |             |
|--|---|-------------|
| Grading.....   | } | \$ 5,477.35 |
| Bridging and masonry .....   |   |             |
| Superstructure, including rails.....                               |   |             |
| Fences.....  | } | 247.42      |
| Passenger and freight stations, coal sheds and water stations..... |   |             |
| Engine houses, car sheds and turn-tables .....                     |   |             |
| Machinery and tools .....  |   | 73.26       |

## REVENUE FOR THE YEAR.

MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                      | THROUGH. | LOCAL.   | TOTAL.   |
|----------------------|----------|----------|----------|
| July, 1886.....      |          |          |          |
| August, 1886.....    |          |          |          |
| September, 1886..... |          |          |          |
| October, 1886.....   |          |          |          |
| November, 1886.....  |          |          |          |
| December, 1886.....  |          |          |          |
| January, 1887.....   |          |          |          |
| February, 1887.....  |          |          |          |
| March, 1887.....     |          |          |          |
| April, 1887.....     |          |          |          |
| May, 1887.....       |          |          |          |
| June, 1887.....      |          |          |          |
| Totals.....          |          | 5,296.36 | 5,296.36 |

## FROM TRANSPORTATION OF FREIGHT.

|                      | THROUGH. | LOCAL. | TOTAL.    |
|----------------------|----------|--------|-----------|
| July, 1886.....      |          |        | \$ 910.81 |
| August, 1886.....    |          |        | 1,012.71  |
| September, 1886..... |          |        | 1,527.03  |
| October, 1886.....   |          |        | 1,541.98  |
| November, 1886.....  |          |        | 1,801.43  |
| December, 1886.....  |          |        | 1,575.62  |
| January, 1887.....   |          |        | 941.99    |
| February, 1887.....  |          |        | 762.22    |
| March, 1887.....     |          |        | 1,017.97  |
| April, 1887.....     |          |        | 451.56    |
| May, 1887.....       |          |        | 1,154.57  |
| June, 1887.....      |          |        | 3,051.61  |
| Totals.....          |          |        | 15,749.51 |

## MONTHLY EARNINGS—FROM ALL OTHER SOURCES.

|                      | MAILS.   | EXPRESS. | MISCELLANEOUS. | TOTAL.   |
|----------------------|----------|----------|----------------|----------|
| July, 1886.....      |          |          |                | \$ 57.41 |
| August, 1886.....    |          |          |                | 607.97   |
| September, 1886..... |          |          |                | 48.71    |
| October, 1886.....   |          |          |                | 72.00    |
| November, 1886.....  |          |          |                | 510.94   |
| December, 1886.....  |          |          |                | 74.21    |
| January, 1887.....   |          |          |                | 124.16   |
| February, 1887.....  |          |          |                | 511.24   |
| March, 1887.....     |          |          |                | 45.13    |
| April, 1887.....     |          |          |                | 239.66   |
| May, 1887.....       |          |          |                | 541.94   |
| June, 1887.....      |          |          |                | 73.42    |
| Total.....           | 1,838.69 | 388.42   | 679.68         | 2,906.76 |

## ANALYSIS OF EARNINGS.

## Earnings, passenger:

|   |             |
|---|-------------|
| From local passengers.....                | \$ 5,296.36 |
| From all passengers.....                  | \$ 5,296.36 |
| From express and baggage.....             | 388.42      |
| From mails.....                           | 1,838.69    |
| Total earnings, passenger department..... | \$ 7,523.47 |

Total earnings freight department.....\$ 15,749.51

Earnings per train mile run from all trains earning revenue.....\$ 23,272.98

Proportion of earnings for Iowa, per cent.....100

Earnings from all other sources.....679.68

Total earnings from all sources.....\$ 23,952.66

Earnings per mile of road operated.....\$ 532.28

Proportion of earnings for Iowa, per cent.....100



## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|   |    |          |
|---|----|----------|
| Repairs of road-bed and track.....                  | \$ | 3,869.76 |
| Renewal of ties [No. laid, 9,266] .....             |    |          |
| Repairs of buildings, stations and water-tanks..... |    | 162.75   |
| Total .....   | \$ | 4,032.51 |

## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                |    |          |
|--------------------------------|----|----------|
| Repairs of locomotives.....    | \$ | 2,178.55 |
| Repairs of passenger cars..... |    | 12.89    |
| Repairs of freight cars .....  |    | 1,416.32 |
| Total .....                    | \$ | 3,614.76 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|   |    |          |
|---|----|----------|
| Fuel for locomotives.....                                       | \$ | 1,560.32 |
| Water supply .....  |    | 216.80   |
| Oil and waste. (Included in train and locomotive service) ..... |    |          |
| Locomotive service.....   |    | 2,484.61 |
| Freight train service .....                                     |    | 1,301.23 |
| Damage and loss of freight and baggage .....                    |    | 67.91    |
| Damages to property and cattle .....                            |    | 1,431.16 |
| Personal injuries .....   |    | 15.00    |
| Agents and station service.....                                 |    | 2,143.51 |
| Mail services.....  |    | 65.25    |
| Total .....   | \$ | 7,991.79 |

## CLASS 4.—GENERAL EXPENSES.

|   |    |          |
|---|----|----------|
| Salaries of general officers and clerks.....                    | \$ | 2,383.17 |
| Legal expenses .....  |    | 12.00    |
| Stationery and printing, outside agencies and advertising ..... |    | 166.92   |
| Furniture and fixtures.....                                     |    | 61.35    |
| Total taxes .....   |    | 337.59   |
| Total .....   | \$ | 2,862.43 |

## RECAPITULATION OF EXPENSES.

|   |    |           |
|---|----|-----------|
| Maintenance of way and buildings.....                                     | \$ | 4,032.51  |
| Maintenance of motive power and cars.....                                 |    | 3,614.76  |
| Conducting transportation .....   |    | 7,791.79  |
| General expenses, including taxes.....                                    |    | 2,862.43  |
| Total operating expenses and taxes .....                                  | \$ | 18,341.49 |
| Operating expenses and taxes per mile of road operated<br>(45 miles)..... | \$ | 407.59    |
| Proportion of operating expenses and taxes for Iowa.....                  |    | 100       |

## GENERAL EXHIBIT.

|                                       |    |           |
|---------------------------------------|----|-----------|
| Total earnings .....                  | \$ | 23,962.66 |
| Total expenses, including taxes ..... |    | 18,341.49 |
| Net earnings.....                     | \$ | 5,621.17  |

## DESCRIPTION OF ROAD.

|   |           |
|---|-----------|
| Length main line of road from Ft. Madison to Collet.....  | 45        |
| Total length of road belonging to this company .....  | 45        |
| Total length of road belonging to this company in Iowa.....                                     | 45        |
| Aggregate length of sidings and other tracks in Iowa not above enumerated,<br>feet .....        | 13,177.00 |
| Same in Iowa.....   | 2.50      |
| Total length of steel rails in tracks in Iowa, exclusive of sidings .....                       | 3.75      |
| Total length of iron rails in tracks in Iowa .....  | 41.25     |
| Weights per yard, steel.....  | 35 lbs.   |
| Weights per yard, iron .....  | 30 lbs.   |
| Gauge of track, 3 feet.....   | 45        |
| Total miles of road operated by this company .....  |           |
| Total miles of road operated by this company in Iowa not reported by any<br>other company ..... | 45        |

## STATIONS.

|   |    |
|---|----|
| Number of stations on all roads owned by this company .....   | 15 |
| Same in Iowa.....   | 15 |
| Number of stations on all roads operated by this company..... | 15 |
| Same in Iowa.....   | 15 |

## EMPLOYEES.

|  |              |
|--|--------------|
| Number of persons regularly employed on all roads operated by this com-<br>pany .....  | 60           |
| Same in Iowa.....  | 60           |
| Amount paid employees, including officials, on all roads operated by this<br>company, for the year ending June 30, 1887..... | \$ 10,752.62 |
| Same in Iowa.....  | All.         |

## BRIDGES IN IOWA.

|   | Number. | Aggregate<br>length, feet. |
|---|---------|----------------------------|
| Wooden truss bridges over 100 feet in length.....     | 16      | 3,093                      |
| Wooden trestle and pile, made 100 feet in length..... | 103     | 29,196                     |

## BOX CULVERTS IN IOWA.

|              |    |
|--------------|----|
| Timber ..... | 78 |
| Stone.....   | 6  |

## CATTLE-GUARDS.

|                        |     |
|------------------------|-----|
| Number of in Iowa..... | 150 |
|------------------------|-----|



## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|   |        |
|---|--------|
| Amount of trestle work replaced with earth during the year (lineal feet)....                        | 272    |
| Timber culverts replaced with timber .....  | 11     |
| Give the average number of years the trestle and pile bridges last on your road in Iowa, about..... | 8 or 7 |

## ROAD-BED AND TRACK.

|   |       |
|---|-------|
| Number of track sections in Iowa.....                         | 6     |
| Average length of sections, miles.....                        | 7 1/2 |
| Average number of men in each section gang .....              | 4     |
| Number of new ties laid in track during the year in Iowa..... | 9,396 |
| Average number of new ties per mile of road .....             | 268   |

## CROSSINGS IN IOWA.

|  |    |
|--|----|
| What railroads cross your road, either over or under, and at what locality?                        |    |
| St. Louis, Keokuk & Northwestern Railroad at 3/4 miles from Houghton on the Keokuk & Northwestern. |    |
| St. Louis, Keokuk & Northwestern Railroad at 21 miles from Ft. Madison                             |    |
| St. Louis, Keokuk & Northwestern Railroad crosses over.  |    |
| Number of highway crossings at grade.....  | 73 |
| Number of highway crossings over railroad .....  | 1  |
| Number of highway crossings under railroad.....  | 7  |
| Number of highway bridges 18 feet above track.....   | 1  |

## FENCING IN IOWA.

|   |      |
|---|------|
| How many miles of fencing have you on your road in Iowa.....      | 5.75 |
| What is the average cost per rod, cents.....                      | .45  |
| What is the total cost of same.....                               | 1.00 |
| How many miles of new fencing have you built during the year..... | 2.00 |

|   |       |
|---|-------|
| Give the number of miles needed on both sides of your track in each county in Iowa: |       |
| In Lee county .....   | 22.75 |
| In Henry county.....  | 2.00  |
| In Van Buren county.....  | 13.00 |
| In Jefferson county.....  | 1.50  |
| Total .....   | 39.25 |

## ROLLING STOCK.

|   | Leased. | Owned. | Total. |
|---|---------|--------|--------|
| Number of baggage, mail and express cars.....     | 1       | ...    | 1      |
| Number of parlor and sleeping cars, caboose ..... | 1       | 1      |        |
| Number of box freight cars .....                  | 18      | 6      | 24     |
| Number of stock cars.....                         | 5       | 3      | 8      |
| Number of platform and coal cars.....             | 15      | 6      | 21     |
| Number of other cars, hand and push .....         | 3       | 14     | 17     |
| Total number of cars .....                        | 42      | 30     | 72     |
| Number of locomotives.....                        | 2       | 1      |        |

## MILEAGE, TRAFFIC, ETC.

## PASSENGER TRAFFIC.

|   |         |
|---|---------|
| Number of through passengers carried .....                    | 3,030   |
| Number of local passengers carried .....                      | 3,231   |
| Number of special ticket passengers carried .....             | 6,261   |
| Total number of passengers carried .....                      |         |
| Total passenger mileage, or passengers carried one mile ..... | 176,545 |
| Average distance traveled by each passenger, miles .....      | 28.50   |
| Average amount received from each passenger, cents.....       | 85      |
| Highest rates of fare per mile for any distance, cents.....   | 4       |
| Lowest rate of fare per mile for any distance, cents.....     | 2       |
| Average rate of fare per mile for all passengers, cents.....  | 3       |

## FREIGHT TRAFFIC.

|   |         |
|---|---------|
| Number of tons of through freight carried .....                         | 3,891   |
| Number of tons of local freight carried.....                            | 8,060   |
| Total tons of freight carried.....                                      | 11,951  |
| Total mileage of through freight (tons carried one mile).....           | 117,100 |
| Total mileage of local freight (tons carried one mile) .....            | 281,310 |
| Total freight mileage or tons carried one mile .....                    | 398,410 |
| Average rate per ton per mile received for through freight, cents ..... | 3.558   |
| Average rate per ton per mile received for local freight, cents .....   | 4.117   |
| Average rate per ton per mile received for all freight, cents .....     | 3.953   |

## SPEED OF TRAINS IN IOWA.

|   |    |
|---|----|
| Rate of speed of freight trains, including stops, miles per hour..... | 11 |
|---|----|

## TONNAGE OF ARTICLES TRANSPORTED.

|  | TONS.  | PER CENT. |
|--|--------|-----------|
| Grain .....  | 1,741  | ...       |
| Animals .....  | 1,279  | ...       |
| Other agricultural products.....                           | 181    | ...       |
| Lumber and forest products .....                           | 4,871  | ...       |
| Coal .....   | 830    | ...       |
| Salt .....   | 130    | ...       |
| Stone and brick .....                                      | 1,444  | ...       |
| Merchandise, and other articles not enumerated above ..... | 1,475  | ...       |
| Total tons carried.....                                    | 11,951 | 100       |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? American Express Company. One and one half first class rates on all freight carried; \$20.00 per month for services of conductor as messenger. Does a general express business. The freights are received and delivered at the station.



## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$42.75 per month, per annum, including distances to post-offices at terminal stations.

What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$65.25.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

General Superintendent—Chas. A. Gilchrist, Ft. Madison, Iowa.  
 Chief Engineer—Chas. A. Gilchrist, Ft. Madison, Iowa.  
 Auditor—N. F. Gilchrist, Ft. Madison, Iowa.  
 General Passenger Agent—E. G. Wheeler, Ft. Madison, Iowa.  
 General Freight Agent—E. G. Wheeler, Ft. Madison, Iowa.  
 General Solicitors—Isham, Lincoln & Beale, Chicago, Ills.  
 Receiver—Chas. A. Gilchrist, Ft. Madison, Iowa.

STATE OF IOWA, } ss.  
 COUNTY OF LEE.

Charles A. Gilchrist, Receiver and Superintendent of the Fort Madison & Northwestern Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of his knowledge and belief.

(Signed)

CHAS. A. GILCHRIST,

Receiver Ft. Madison &amp; Northwestern Ry Co.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 28th day of October, A. D. 1887.

[L. S.]

J. B. McNAMARA,

Clerk District Court.

By W. F. LOWREY,

Deputy.

Received and filed in the office of the Commissioners of Railroads, this 29th day of October, A. D. 1887.

W. W. AINSWORTH, Secretary.

## REPORT

OF THE

## DES MOINES, OSCEOLA &amp; SOUTHERN RAILROAD CO.

FOR THE YEAR ENDING JUNE 30, 1887.

## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                       | THROUGH. | LOCAL.      | TOTAL. |
|-----------------------|----------|-------------|--------|
| July, 1886 .....      |          | \$ 2,012.99 |        |
| August, 1886 .....    |          | 1,716.54    |        |
| September, 1886 ..... |          | 3,420.25    |        |
| October, 1886 .....   |          | 1,747.65    |        |
| November, 1886 .....  |          | 1,419.87    |        |
| December, 1886 .....  |          | 1,388.40    |        |
| January, 1887 .....   |          | 776.28      |        |
| February, 1887 .....  |          | 802.69      |        |
| March, 1887 .....     |          | 1,490.65    |        |
| April, 1887 .....     |          | 1,427.60    |        |
| May, 1887 .....       |          | 1,701.15    |        |
| June, 1887 .....      |          | 2,065.73    |        |
| Totals .....          |          | 19,969.71   |        |

## FROM TRANSPORTATION OF FREIGHT.

|                       | THROUGH. | LOCAL.      | TOTAL. |
|-----------------------|----------|-------------|--------|
| July, 1886 .....      |          | \$ 2,556.83 |        |
| August, 1886 .....    |          | 4,524.03    |        |
| September, 1886 ..... |          | 5,112.56    |        |
| October, 1886 .....   |          | 2,942.01    |        |
| November, 1886 .....  |          | 4,733.07    |        |
| December, 1886 .....  |          | 4,555.07    |        |
| January, 1887 .....   |          | 4,090.41    |        |
| February, 1887 .....  |          | 3,909.30    |        |
| March, 1887 .....     |          | 5,628.21    |        |
| April, 1887 .....     |          | 5,837.82    |        |
| May, 1887 .....       |          | 2,827.81    |        |
| June, 1887 .....      |          | 5,996.31    |        |
| Totals .....          |          | 50,587.49   |        |



## FROM ALL OTHER SOURCES.

|                      | MAILS.    | EXPRESS. | MISCELLANEOUS. | TOTAL.    |
|----------------------|-----------|----------|----------------|-----------|
| July, 1886.....      | \$ 418.13 | \$ 93.25 | \$ 65.61       | \$ 576.99 |
| August, 1886.....    | 418.13    | 87.28    | 31.71          | 537.10    |
| September, 1886..... | 418.13    | 93.15    | 33.42          | 544.70    |
| October, 1886.....   | 418.13    | 89.80    | 35.94          | 543.87    |
| November, 1886.....  | 418.13    | 101.75   | 43.80          | 563.68    |
| December, 1886.....  | 418.13    | 115.89   | 33.67          | 567.69    |
| January, 1887.....   | 403.44    | 96.34    | 34.26          | 534.04    |
| February, 1887.....  | 403.44    | 77.11    | 28.98          | 509.53    |
| March, 1887.....     | 403.44    | 85.20    | 42.11          | 530.75    |
| April, 1887.....     | 403.44    | 99.16    | 36.41          | 539.01    |
| May, 1887.....       | 403.44    | 109.43   | 32.73          | 545.60    |
| June, 1887.....      | 403.44    | 101.00   | 42.55          | 546.99    |
| Totals.....          | 4,929.42  | 1,149.34 | 461.19         | 6,539.95  |

## ANALYSIS OF EARNINGS.

|   |    |           |
|---|----|-----------|
| Earnings, passenger:                                |    |           |
| From local passengers.....                          | \$ | 19,939.71 |
| From mails.....                                     |    | 1,149.34  |
| From other sources, passenger department.....       |    | 4,929.42  |
| Earnings, freight:                                  |    |           |
| From local and through.....                         |    | 50,587.49 |
| Telegraph earnings.....                             |    | 461.19    |
| Total earnings from all sources.....                | \$ | 77,067.15 |
| Earnings per mile of road operated (111 miles)..... | \$ | 694.48    |
| Proportion of earnings for Iowa.....                |    | 69,448.00 |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|   |    |           |
|---|----|-----------|
| Repairs of road-bed and track.....                            | \$ | 26,826.36 |
| Renewal of ties (No. laid 15,925).....                        |    | 5,573.76  |
| Repairs of bridges, including culverts and cattle-guards..... |    | 2,179.56  |
| Repairs of fences, road-crossings and signs.....              |    | 559.72    |
| Repairs of buildings, stations and water-tanks.....           |    | 958.97    |
| Total.....  | \$ | 36,092.36 |

## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                     |    |           |
|-------------------------------------|----|-----------|
| Repairs of locomotives.....         | \$ | 6,358.33  |
| Repairs of passenger cars.....      |    | 1,923.42  |
| Repairs of freight cars.....        |    | 3,578.38  |
| Repairs of tools and machinery..... |    | 425.56    |
| Total.....                          | \$ | 11,785.69 |

## CLASS 3—CONDUCTING TRANSPORTATION.

|   |    |           |
|---|----|-----------|
| Fuel for locomotives.....                         | \$ | 6,363.88  |
| Water supply.....                                 |    | 2,012.40  |
| Oil and waste.....                                |    | 928.42    |
| Locomotive service.....                           |    | 10,675.08 |
| Passenger train service.....                      |    | 1,560.00  |
| Passenger train supplies.....                     |    | 348.37    |
| Freight train service.....                        |    | 1,260.00  |
| Freight train supplies.....                       |    | 276.58    |
| Telegraph expenses—maintenance and operating..... |    | 138.45    |
| Damage and loss of freight and baggage.....       |    | 46.73     |
| Damages to property and cattle.....               |    | 1,028.60  |
| Personal injuries.....                            |    | 903.60    |
| Agents and station service.....                   |    | 11,371.40 |
| Station supplies.....                             |    | 703.56    |
| Total.....  | \$ | 37,557.07 |

## CLASS 4—GENERAL EXPENSES.

|  |    |           |
|--|----|-----------|
| Salaries of general officers and clerks.....                   | \$ | 5,520.00  |
| Legal expenses.....  |    | 843.36    |
| Stationery and printing, outside agencies and advertising..... |    | 1,793.36  |
| Contingencies.....   |    | 240.00    |
| Taxes in Iowa.....   | \$ | 3,228.80  |
| Taxes in other States.....                                     |    | 953.88    |
| Total taxes.....   |    | 4,182.68  |
| Total.....   | \$ | 12,579.40 |

## RECAPITULATION OF EXPENSES.

|  |    |           |
|--|----|-----------|
| Maintenance of way and buildings.....  | \$ | 36,092.36 |
| Maintenance of motive power and cars.....  |    | 11,783.59 |
| Conducting transportation.....   |    | 37,557.07 |
| General expenses, including taxes.....   |    | 12,579.40 |
| Total operating expenses and taxes.....  | \$ | 98,002.74 |
| Operating expenses and taxes per mile of road operated....   | \$ | 882.12    |
| Operating expenses and taxes per train mile run, for trains earning revenue (36,666.33 miles)..... |    | 2.67      |

## GENERAL EXHIBIT.

|                                      |    |           |
|--------------------------------------|----|-----------|
| Total earnings.....                  | \$ | 77,067.15 |
| Total expenses, including taxes..... |    | 98,012.74 |
| Net loss.....                        |    | 20,925.59 |

## GENERAL RECAPITULATION.

|  |    |           |
|--|----|-----------|
| Total earnings.....                              | \$ | 77,067.15 |
| Total operating expenses and taxes.....          |    | 98,012.74 |
| Net loss above operating expenses and taxes..... |    | 20,125.59 |



## TAXES.

AMOUNT PAID FOR YEAR ENDING JUNE 30, 1887.

|                  |    |          |
|------------------|----|----------|
| In Iowa.....     | \$ | 3,228.80 |
| In Missouri..... |    | 903.66   |
| Total.....       | \$ | 4,132.46 |

## GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS, JUNE 30, 1887.

## DEBIT.

|   |    |            |
|---|----|------------|
| Fuel account.....   | \$ | 14,144.21  |
| Legal expenses.....   |    | 1,233.56   |
| Oil, waste and tallow.....  |    | 1,282.18   |
| Wabash, St. Louis & Pacific Railway.....                                    |    | .91        |
| Maintenance of way.....   |    | 72,975.62  |
| Joint freight balances.....   |    | 2,347.98   |
| Construction and improvement.....   |    | 47,540.57  |
| Motive power.....   |    | 40,533.39  |
| Conducting transportation.....  |    | 37,665.36  |
| General expense.....  |    | 14,732.65  |
| Old pay-roll (prior to Receiver's time, paid by Receiver).....              |    | 16,651.91  |
| Des Moines, Osceola & Southern R'y Co. (old accounts paid by Receiver)..... |    | 1,958.71   |
| Station balance.....  |    | 833.50     |
| Repairs on engine and cars.....   |    | 10,516.52  |
| Rolling stock.....  |    | 2,900.00   |
| Right of way.....   |    | 227.36     |
| Hand and push cars.....   |    | 615.50     |
| Taxes.....  |    | 10,253.61  |
| Interest and discount.....  |    | 1,203.55   |
| Personal injury.....  |    | 903.66     |
| Individual balances.....  |    | 702.59     |
| Total.....  | \$ | 270,543.87 |

## CREDIT.

|  |    |            |
|--|----|------------|
| Express earnings.....  | \$ | 2,550.05   |
| Mail earnings.....   |    | 10,311.94  |
| Switch key account.....  |    | 39.75      |
| Telegraph earnings.....  |    | 917.67     |
| Chicago & Northwestern Railway (joint freight balance).....          |    | 172.38     |
| Voucher account.....   |    | 36.70      |
| Remainder, pay-roll.....   |    | 59.55      |
| Lantern account.....   |    | 3.00       |
| Freight earnings.....  |    | 109,756.58 |
| Passenger earnings.....  |    | 42,620.37  |
| Jas. Donohue, General Freight Agent and General Passenger Agent..... |    | 332.59     |
| Bills payable.....   |    | 5,000.00   |
| Subsidiary account.....  |    | 144.69     |
| Domestic Soap Company.....   |    | 5.00       |
| Rental account.....  |    | 5.00       |
| Cash.....  |    | 4,608.69   |
| Receiver's certificates.....   |    | 91,000.00  |
| Total.....   | \$ | 270,543.87 |

## DESCRIPTION OF ROAD.

|  |        |
|--|--------|
| Length main line of road.....  | 111.11 |
| Length main line of road in Iowa.....                                    | 100.00 |
| Length of main line in other States.....                                 | 11.11  |
| Total length of road belonging to this company.....                      | 111.11 |
| Total length of road belonging to this company in Iowa.....              | 100.00 |
| Aggregate length of sidings and other tracks not above enumerated.....   | 3.40   |
| Same in Iowa.....  | 3.25   |
| Total length of steel rails in tracks in Iowa, exclusive of sidings..... | 12.00  |
| Total length of iron rails in tracks in Iowa.....                        | 88.00  |
| Weights per yard, steel, about 56 pounds.                                |        |
| Weights per yard, iron, about 30 pounds.                                 |        |
| Gauge of track, 3 feet.  |        |

## STATIONS.

|   |    |
|---|----|
| Number of stations on all roads owned by this company.....    | 22 |
| Same in Iowa.....   | 20 |
| Number of stations on all roads operated by this company..... | 22 |
| Same in Iowa.....   | 20 |
| Number of telegraph offices in stations in Iowa.....          | 14 |

## EMPLOYES.

|   |              |
|---|--------------|
| Number of persons regularly employed on all roads operated by this company.....   | 135          |
| Same in Iowa.....   | 127          |
| Amount paid employees, including officials, on all roads operated by this company, for the year ending June 30, 1887..... | \$ 64,709.44 |
| Same in Iowa.....   | 62,729.44    |

## BRIDGES IN IOWA.

|   | Number. | Aggregate length. |
|---|---------|-------------------|
| Wooden truss bridges over 100 feet in length..... | 6       | 742               |
| Wooden trestle and pile.....                      | 152     | 11,411            |

## BOX CULVERTS IN IOWA.

|             |     |        |
|-------------|-----|--------|
| Timber..... | 481 | 11,898 |
|-------------|-----|--------|

## CATTLE GUARDS.

|                        |     |
|------------------------|-----|
| Number of in Iowa..... | 304 |
|------------------------|-----|

## ROAD-BED AND TRACK.

|   |        |
|---|--------|
| Number of track sections in Iowa.....                         | 16     |
| Average length of sections, miles.....                        | 6.25   |
| Average number of men in each section gang.....               | 4      |
| Number of new ties laid in track during the year in Iowa..... | 15,925 |
| Average number of new ties per mile of road.....              | 159    |



## CROSSINGS IN IOWA.

What railroad crosses your road at grade, and at what locality?

Chicago, Rock Island & Pacific Railroad, at Rock Island Crossing.  
 Chicago, Burlington & Quincy Railroad, at Osceola.  
 Humeston & Shenandoah Railroad, at Van Wert.  
 Chicago, Burlington & Quincy Railroad, at Leon.

|   |     |
|---|-----|
| Number of highway crossings at grade .....                    | 156 |
| Number of highway crossings under railroad .....              | 2   |
| Number of highway bridges less than 18 feet above track ..... | 2   |

## FENCING IN IOWA.

|   |          |
|---|----------|
| How many miles of fencing have you on your road in Iowa .....                       | 17.83    |
| What is the average cost per rod .....  | .50      |
| What is the total cost of same .....  | 2,800.00 |
| How many miles of new fencing have you built during the year .....                  | 4.62     |
| Give the number of miles needed on both sides of your track in each county in Iowa: |          |
| In Polk county .....  | 10.00    |
| In Warren county .....  | 47.50    |
| In Madison county .....   | 22.00    |
| In Clarke county .....  | 40.00    |
| In Decatur county .....   | 59.34    |
| Total miles .....   | 178.84   |

## ROLLING STOCK.

|  | OWNED. | TOTAL. |
|--|--------|--------|
| Number of passenger cars .....   | 2      | 2      |
| Number of baggage, mail and express cars .....   | 1      | 1      |
| Number of parlor and sleeping-cars .....   | 1      | 1      |
| Number of box freight cars .....   | 83     | 83     |
| Number of stock cars .....   | 18     | 18     |
| Number of platform and coal cars .....   | 40     | 40     |
| Number of other cars .....   | 9      | 9      |
| Total number of cars .....   | 154    | 154    |
| Number of locomotives .....  | 7      | 7      |
| Maximum weight of locomotives and tenders, tons .....  | 18     | 18     |
| Average weight of locomotives and tenders, tons .....  | 18     | 18     |
| Number of locomotives equipped with train brake .....  | 2      | 2      |
| Number of passenger cars equipped with train brake .....   | 2      | 2      |
| The amount of tonnage that can be carried over your road in Iowa, exclusive of cars, by an engine of given weight. Weight of engine, 18 tons.. | 80     |        |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|   |         |
|---|---------|
| Miles run by passenger trains during the year .....               | 81,819  |
| Miles run by freight trains during the year .....                 | 60,887  |
| Miles run by construction and repair trains during the year ..... | 824     |
| Miles run by other trains during the year .....                   | 10,447  |
| Total train mileage .....   | 153,568 |

## CARS AND WEIGHT OF TRAINS.

|   |    |
|---|----|
| Average number of cars in passenger trains .....                        | 2  |
| Average weight of passenger trains, exclusive of passengers, tons ..... | 40 |
| Average number of cars in freight trains .....                          | 7  |
| Average weight of freight trains, exclusive of freight, tons .....      | 70 |

## PASSENGER TRAFFIC.

|   |         |
|---|---------|
| Number of local passengers carried .....                      | 25,020  |
| Total number of passengers carried .....                      | 25,020  |
| Total passenger mileage or passengers carried one mile .....  | 594,987 |
| Average distance traveled by each passenger, miles .....      | 23.78   |
| Average amount received from each passenger, cents .....      | 79.78   |
| Highest rate of fare per mile for any distance, cents .....   | 3¼      |
| Lowest rate of fare per mile for any distance, cents .....    | 1.7-25  |
| Average rate of fare per mile for all passengers, cents ..... | 3¼      |

## FREIGHT TRAFFIC.

|                                     |        |
|-------------------------------------|--------|
| Total tons of freight carried ..... | 30,668 |
|-------------------------------------|--------|

## SPEED OF TRAINS IN IOWA.

|  |    |
|--|----|
| Rate of speed of passenger trains, including stops, miles per hour ..... | 16 |
| Rate of speed of freight trains, including stops, miles per hour .....   | 10 |

## TONNAGE OF ARTICLES TRANSPORTED.

|  | TONS.  | PER CENT. |
|--|--------|-----------|
| Grain .....  | 3,309  | .....     |
| Flour .....  | 908    | .....     |
| Provisions (beef, pork, lard, etc.) .....                    | 182    | .....     |
| Animals .....  | 7,378  | .....     |
| Other agricultural products .....                            | 447    | .....     |
| Lumber and forest products .....                             | 8,359  | .....     |
| Coal .....   | 6,266  | .....     |
| Plaster, lime and cement .....                               | 112    | .....     |
| Salt .....   | 291    | .....     |
| Petroleum and oil .....                                      | 239    | .....     |
| Iron, steel and castings .....                               | 69     | .....     |
| Stone and brick .....  | 102    | .....     |
| Manufactures—articles shipped from point of production ..... | 359    | .....     |
| Merchandise, and other articles not enumerated above .....   | 2,647  | .....     |
| Total tons carried .....                                     | 30,668 | 100.      |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? The American Express Company pays double first class freight rates. Take freight at depot.



## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$4,228.43 per annum.  
What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$20.00 per month.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? 100.

## REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1887.

## INJURED.

| DATE.       | NAME AND OCCUPATION.  | PLACE.                              | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.                             |
|-------------|-----------------------|-------------------------------------|--|
| 1886.       |                       |                                     |  |
| November 24 | Mrs. Sam Lucas .....  | 1¼ miles north of New Virginia..... | Coach left track and turned over; no explainable cause; broken arm.    |
| November 24 | Wallace King .....    | 1¼ miles north of New Virginia..... | Coach left track and turned over; no explainable cause; slight bruise. |
| November 24 | L. K. Donovan .....   | 1¼ miles north of New Virginia..... | Coach left track and turned over; no explainable cause; slight bruise. |
| November 24 | Emma H. Freeman ..... | 1¼ miles north of New Virginia..... | Coach left track and turned over; no explainable cause; slight bruise. |
| November 24 | Bertha Heacock .....  | 1¼ miles north of New Virginia..... | Coach left track and turned over; no explainable cause; slight bruise. |
| November 24 | G. W. Patterson ..... | 1¼ miles north of New Virginia..... | Coach left track and turned over; no explainable cause; slight bruise. |
| November 24 | Ada Freeman .....     | 1¼ miles north of New Virginia..... | Coach left track and turned over; no explainable cause; slight bruise. |
| November 24 | Maude A. Heyer .....  | 1¼ miles north of New Virginia..... | Coach left track and turned over; no explainable cause; slight bruise. |
| November 24 | Mrs. J. Musgrove..... | 1¼ miles north of New Virginia..... | Coach left track and turned over; no explainable cause; broken arm.    |
| November 24 | S. R. Babb .....      | 1¼ miles north of New Virginia..... | Coach left track and turned over; no explainable cause; slight bruise. |
| November 24 | C. Darr .....         | 1¼ miles north of New Virginia..... | Coach left track and turned over; no explainable cause; slight bruise. |



## TABULAR STATEMENT OF ACCIDENTS.

| CAUSES OF ACCIDENT. | KILLED.     |            |         | INJURED.    |            |         |
|---------------------|-------------|------------|---------|-------------|------------|---------|
|                     | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Derailments.....    | .....       | .....      | .....   | 11          | .....      | .....   |

## SUMMARY OF ACCIDENTS FOR IOWA.

Number of persons injured during the year.....

11

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*General Manager*—E. R. Mason, Des Moines.

*General Superintendent*—Jas. Donohue, Des Moines.

*Superintendent of Telegraph*—C. E. Yearnshaw, Des Moines.

*General Passenger and Freight Agent*—Jas. Donohue, Des Moines.

*General Solicitor*—N. M. Hubbard, Cedar Rapids.

*Receiver*—E. R. Mason, Des Moines.

STATE OF IOWA, }  
COUNTY OF POLK. } ss.

E. R. Mason, Receiver, and James Donohue, Supt., of the Des Moines, Osceola & Southern Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

(Signed)

E. R. MASON.  
JAS. DONOHUE.

Subscribed and sworn to before me, this .... day of September, A. D. 1887.

[L. S.]

JOHN D. JORDAN,  
Notary Public in and for Polk county, Iowa.

Received and filed in the office of the Commissioners of Railroads, this 15th day of September, A. D. 1887.

E. G. MORGAN, Secretary.

## REPORT

OF THE

## ST. LOUIS, DES MOINES &amp; NORTHERN RAILWAY CO.

LESSEE.

FOR THE YEAR ENDING JUNE 30, 1887.

## CAPITAL STOCK.

|   |               |  |
|---|---------------|--|
| Amount authorized by articles of association.....                   | \$ 3,000,000  |  |
| Amount of common stock issued .....                                 | \$ 387,750.00 |  |
| Amount of preferred stock issued, and conditions of preference..... | 335,000.00    |  |
| Total amount paid in, as per books of the company.....              | \$ 722,750.00 |  |
| Total miles of road owned by company .....                          | 42.36         |  |
| Amount of stock per mile of road .....                              | 17,062.06     |  |
| Amount of stock representing the road in Iowa.....                  | 722,750.00    |  |
| Amount of stock held in Iowa.....                                   | 193,875.00    |  |
| Total number of stockholders .....                                  | 7             |  |
| Number of stockholders in Iowa .....                                | 6             |  |

## DEBT.

Funded debt as follows:

|  |               |
|--|---------------|
| First mortgage bonds, due August 1, 1921; rate of interest 6 per cent....  | \$ 303,000.00 |
| Bonds are \$4,000 per mile from Des Moines to Clive, seven miles west, and \$8,000 per mile from Clive to Boone. |               |

Floating debt:

|                                       |               |
|---------------------------------------|---------------|
| Incurred for interest, 1887.....      | \$ 18,180.00  |
| Incurred for interest, 1882-86.....   | 81,810.00     |
| Total amount of floating debt.....    | 99,990.00     |
| Total amount of debt liabilities..... | \$ 402,990.00 |

|  |              |
|--|--------------|
| Amount of debt per mile of road .....              | 9,513.45     |
| Amount of debt representing the road in Iowa ..... | All.         |
| Total amount of stock and debt .....               | 1,125,740.00 |
| Amount of stock and debt per mile of road .....    | 26,575.54    |



## COST OF ROAD AND EQUIPMENT.

## CONSTRUCTION OF ROAD AND BRANCHES [NOT REPORTED SEPARATELY.]

|  |      |              |
|--|------|--------------|
| Total expended for construction.....                             | \$   | 1,023,700.00 |
| Average cost of construction per mile of road (42.36 miles)..... | \$   | 24,215.06    |
| Proportion of cost of construction for Iowa.....                 | All. |              |

## COST OF EQUIPMENT.

Equipment is included in cost of road.

## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                      | THROUGH. | LOCAL.       | TOTAL.       |
|----------------------|----------|--------------|--------------|
| July, 1886.....      | \$ .25   | \$ 1,629.61  | \$ 1,629.86  |
| August, 1886.....    | 1.10     | 1,374.96     | 1,376.06     |
| September, 1886..... |          | 1,806.48     | 1,806.48     |
| October, 1886.....   |          | 1,027.34     | 1,027.34     |
| November, 1886.....  | 3.77     | 872.70       | 876.47       |
| December, 1886.....  | 2.85     | 1,031.65     | 1,034.50     |
| January, 1887.....   | 1.19     | 790.50       | 791.69       |
| February, 1887.....  |          | 623.50       | 623.50       |
| March, 1887.....     |          | 858.70       | 858.70       |
| April, 1887.....     | 1.28     | 822.55       | 823.83       |
| May, 1887.....       |          | 1,111.45     | 1,111.45     |
| June, 1887.....      |          | 1,149.45     | 1,149.45     |
| Totals .....         | \$ 10.44 | \$ 13,098.89 | \$ 13,109.33 |

## FROM TRANSPORTATION OF FREIGHT.

|                      | THROUGH.     | LOCAL.       | TOTAL.       |
|----------------------|--------------|--------------|--------------|
| July, 1886.....      | \$ 1,204.19  | \$ 933.96    | \$ 2,138.15  |
| August, 1886.....    | 1,114.44     | 1,491.04     | 2,605.48     |
| September, 1886..... | 1,304.66     | 1,382.58     | 2,687.24     |
| October, 1886.....   | 1,543.81     | 1,088.85     | 2,632.66     |
| November, 1886.....  | 1,130.93     | 1,392.34     | 2,523.27     |
| December, 1886.....  |              | 991.62       | 2,350.61     |
| January, 1887.....   | 1,114.61     | 1,085.84     | 2,200.45     |
| February, 1887.....  | 1,384.67     | 761.08       | 2,145.75     |
| March, 1887.....     | 900.53       | 972.87       | 1,873.40     |
| April, 1887.....     | 987.71       | 866.49       | 1,854.20     |
| May, 1887.....       | 1,492.66     | 934.42       | 2,426.98     |
| June, 1887.....      | 1,407.29     | 1,022.75     | 2,430.04     |
| Totals .....         | \$ 14,577.02 | \$ 13,300.61 | \$ 27,877.63 |

## FROM ALL OTHER SOURCES.

|                      | MAILS.      | EXPRESS.  | MISCELLANEOUS. | TOTAL.      |
|----------------------|-------------|-----------|----------------|-------------|
| July, 1886.....      | \$ 154.25   | \$ 43.75  | \$ 33.63       | \$ 231.63   |
| August, 1886.....    | 154.25      | 37.90     | 15.56          | 207.71      |
| September, 1886..... | 154.27      | 35.84     | 14.44          | 204.55      |
| October, 1886.....   | 154.25      | 35.67     | 10.71          | 200.63      |
| November, 1886.....  | 148.25      | 32.47     | 11.67          | 192.39      |
| December, 1886.....  | 154.36      | 41.82     | 133.31         | 329.49      |
| January, 1887.....   | 148.25      | 28.06     | 46.27          | 216.58      |
| February, 1887.....  | 154.25      | 28.66     | 59.33          | 239.24      |
| March, 1887.....     | 150.50      | 33.69     | 13.72          | 197.91      |
| April, 1887.....     | 154.25      | 42.83     | 9.29           | 206.37      |
| May, 1887.....       | 154.25      | 44.73     | 13.58          | 212.56      |
| June, 1887.....      | 154.27      | 37.19     | 21.53          | 212.99      |
| Totals .....         | \$ 1,835.40 | \$ 439.61 | \$ 377.04      | \$ 2,652.05 |

## ANALYSIS OF EARNINGS.

## Earnings, passenger :

|   |              |
|---|--------------|
| From local passengers .....               | \$ 13,098.89 |
| From through passengers.....              | 10.44        |
| From all passengers .....                 | \$ 13,109.33 |
| From express and baggage.....             | 439.61       |
| From mails.....                           | 1,835.40     |
| Total earnings, passenger department..... | \$ 15,384.34 |

Earnings per train mile run (25,242 miles) ..... 60.9

## Earnings, freight :

|   |              |
|---|--------------|
| From local .....                        | \$ 13,300.61 |
| From through .....                      | 14,577.02    |
| Total earnings freight department ..... | 27,877.63    |

Earnings per train mile run (24,864 miles)..... 1.12

Earnings per train mile run, from all trains earning revenue (50,106 miles)..... 86.3

Proportion of earnings for Iowa ..... All.

Car mileage (credit balances) ..... 217.34

## Earnings from all other sources :

|                                      |              |
|--------------------------------------|--------------|
| Telegraph earnings.....              | 159.70       |
| Total earnings from all sources..... | \$ 43,639.01 |

Earnings per train mile of road (operated 42.36 miles).....\$ 1,030.19

Proportion of earnings for Iowa.....All.

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|   |             |
|---|-------------|
| Repairs of road-bed and track .....                           | \$ 5,944.08 |
| Repairs of bridges, including culverts and cattle-guards..... | 1,005.31    |
| Repairs of fences, road-crossings and signs .....             | 23.76       |
| Repairs of buildings, stations and water tanks.....           | 482.51      |
| Total.....  | \$ 7,515.66 |



## CLASS 2—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                 |    |          |
|---------------------------------|----|----------|
| Repairs of locomotives .....    | \$ | 1,237.69 |
| Repairs of passenger cars ..... |    | 462.86   |
| Repairs of freight cars .....   |    | 925.29   |
| Total .....                     | \$ | 2,625.83 |

## CLASS 3—CONDUCTING TRANSPORTATION.

|  |    |           |
|--|----|-----------|
| Fuel for locomotives .....                           | \$ | 9,676.55  |
| Water supply .....                                   |    | 740.82    |
| Oil and Waste .....                                  |    | 276.64    |
| Locomotive service .....                             |    | 3,809.88  |
| Passenger train service .....                        |    | 518.61    |
| Passenger train supplies .....                       |    | 38.56     |
| Mileage of passenger cars (debit balance) .....      |    | 2.23      |
| Freight train service .....                          |    | 1,555.84  |
| Freight train supplies .....                         |    | 53.68     |
| Mileage of freight cars (debit balance) .....        |    | 11.17     |
| Telegraph expenses (maintenance and operating) ..... |    | 4.00      |
| Damage and loss of freight and baggage .....         |    | 4.53      |
| Damages to property and cattle .....                 |    | 301.00    |
| Personal injuries .....                              |    | 442.75    |
| Agents and station service .....                     |    | 12,347.35 |
| Station supplies .....                               |    | 217.14    |
| Total .....  | \$ | 22,920.89 |

## CLASS 4—GENERAL EXPENSES.

|   |    |           |
|---|----|-----------|
| Salaries of general officers and clerks .....                   | \$ | 4,313.90  |
| Legal expense s. ....   |    | 160.00    |
| Insurance .....   |    | 68.00     |
| Stationery and printing, outside agencies and advertising ..... |    | 426.34    |
| Contingencies .....   |    | 5,942.11  |
| Taxes in Iowa .....   | \$ | 734.01    |
| Total taxes .....   |    | 734.01    |
| Total .....   | \$ | 11,644.86 |

## RECAPITULATION OF EXPENSES.

|  |      |           |
|--|------|-----------|
| Maintenance of way and buildings .....   | \$   | 7,515.56  |
| Maintenance of motive power and cars .....   |      | 2,625.83  |
| Conducting transportation .....  |      | 22,920.89 |
| General expenses, including taxes .....  |      | 11,644.86 |
| Total operating expenses and taxes .....   | \$   | 44,707.04 |
| Operating expenses and taxes per mile of road operated (42.36 miles) .....                       | \$   | 1,055.40  |
| Operating expenses and taxes per train mile run, for trains earning revenue (50,106 miles) ..... |      | .892      |
| Proportion of operating expenses and taxes for Iowa .....  | All. |           |
| Percentage of expenses to earnings .....   |      | 102.44    |

## GENERAL EXHIBIT.

|   |    |            |
|---|----|------------|
| Total earnings .....  | \$ | 43,639.01  |
| Total expenses, including taxes .....                           |    | 44,707.04  |
| Net deficit .....   |    | 1,068.03   |
| Interest accruing during the year .....                         |    | 18,180.00  |
| Interest on funded debt .....                                   |    | 18,180.00  |
| Interest falling due during the year and not paid .....         |    | 18,180.00  |
| Balance for the year (deficit) .....                            |    | 19,248.03  |
| Balance at commencement of the year (deficit) .....             |    | 104,883.50 |
| Balance at the close of the year, June 30, 1887 (deficit) ..... | \$ | 124,131.53 |

## GENERAL RECAPITULATION.

|   |    |           |
|---|----|-----------|
| Total earnings .....  | \$ | 43,639.01 |
| Total operating expenses and taxes .....                      |    | 44,707.04 |
| Net deficit .....   |    | 1,068.03  |
| Gross earnings per train mile run (50,106 miles), cents ..... |    | 86.3      |
| Net deficit per train mile run (50,106 miles), cents .....    |    | 2.13      |

## TAXES.

## AMOUNT PAID FOR THE YEAR, ENDING JUNE 30, 1887.

|               |    |        |
|---------------|----|--------|
| In Iowa ..... | \$ | 734.01 |
|---------------|----|--------|

## GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS JUNE 30, 1887.

## DEBIT.

|                          |    |              |
|--------------------------|----|--------------|
| Cost of road .....       | \$ | 1,025,750.00 |
| Due from agents .....    |    | 2,675.71     |
| Due from companies ..... |    | 13,241.18    |
| Bills receivable .....   |    | 704.85       |
| Cash on hand .....       |    | 1,429.59     |
| Profit and loss .....    |    | 124,131.53   |
| Total .....              | \$ | 1,167,932.86 |

## CREDIT.

|                          |    |              |
|--------------------------|----|--------------|
| Capital stock .....      | \$ | 722,750.00   |
| Funded debt .....        |    | 303,000.00   |
| Floating debt .....      |    | 99,990.00    |
| Rolls and vouchers ..... |    | 14,722.77    |
| Due companies .....      |    | 285.12       |
| Bills payable .....      |    | 27,184.97    |
| Total .....              | \$ | 1,167,932.86 |



## DESCRIPTION OF ROAD.

|  |       |
|--|-------|
| Length main line of road from Des Moines to Boone, miles .....         | 42.36 |
| Length main line of road in Iowa.....                                  | 42.36 |
| Total length of road belonging to this company, miles.....             | 42.36 |
| Total length of road belonging to this company in Iowa, miles.....     | 42.36 |
| Aggregate length of sidings and other tracks not above enumerated..... | 42.36 |
| Same in Iowa.....  | 2.35  |
| Total length of iron rails in tracks in Iowa.....                      | 2.35  |
| Weights per yard, iron, 35 pounds.....                                 | 42.36 |
| Gauge of track, 3 feet.....  |       |

ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY  
UNDER LEASE OR CONTRACT

## Name, description and length of each:

|  |   |
|--|---|
| This company owns one-half of road from Des Moines to Clive, miles....   | 7 |
| Total length of above roads, (included in the 42.36 miles reported ..... |   |

## STATIONS.

|   |    |
|---|----|
| Number of stations on all roads owned by this company.....    | 13 |
| Same in Iowa.....   | 13 |
| Number of stations on all roads operated by this company..... | 13 |
| Same in Iowa.....   | 13 |
| Number of telegraph offices in stations in Iowa.....          | 8  |

## EMPLOYES.

|   |              |
|---|--------------|
| Number of persons regularly employed on all roads operated by this company.....   | 62           |
| Same in Iowa.....   | 62           |
| Amount paid employes, including officials, on all roads operated by this company for the year ending June 30, 1887..... | \$ 28,158.84 |
| Same in Iowa.....   | 28,158.84    |

## BRIDGES IN IOWA.

|   | No. | Aggregate Length. |
|---|-----|-------------------|
| Wooden truss bridges over 100 feet in length.....       | 1   | 2,056             |
| Combination truss bridges over 100 feet in length ..... | 71  | 8,366             |

## BOX CULVERTS IN IOWA.

|             |     |
|-------------|-----|
| Timber..... | 102 |
|-------------|-----|

## CATTLE-GUARDS.

|                        |     |
|------------------------|-----|
| Number of in Iowa..... | 144 |
|------------------------|-----|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|   |       |
|---|-------|
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.)..... | 6,520 |
| Timber culverts replaced with timber.....   | 24    |

## ROAD-BED AND TRACK.

|  |       |
|--|-------|
| Number of track sections in Iowa.....                          | 6     |
| Average length of sections, miles.....                         | 7     |
| Average number of men in each section gang.....                | 3     |
| Number of new ties laid in track during the year in Iowa ..... | 1,024 |
| Average number of new ties per mile of road .....              | 38    |

## CROSSINGS IN IOWA.

|  |    |
|--|----|
| What railroad crosses your road at grade, and at what locality?<br>Chicago, Rock Island & Pacific Railroad, spur, at Des Moines.   |    |
| What railroad crosses your road, either over or under, and at what locality?<br>Chicago, Milwaukee & St. Paul Railroad at Madrid.<br>Chicago & Northwestern Railroad at Boone. |    |
| Number of highway crossings at grade .....   | 68 |
| Number of highway crossings under railroad .....   | 3  |

## FENCING IN IOWA.

|   |           |
|---|-----------|
| How many miles of fencing have you on your road in Iowa .....                           | 2         |
| What is the average cost per rod, cents.....  | 80        |
| What is the total cost of same. ....  | \$ 512.00 |
| Give the number of miles needed on both sides of your track in each county<br>Iowa..... | 16%       |
| In Polk county .....  | 9         |
| In Dallas county .....  | 14%       |
| In Boone county.....  |           |
| Total miles.....  | 40        |

## ROLLING STOCK.

|   | Owned. | Total. |
|---|--------|--------|
| Number of passenger cars.....   | 3      | 3      |
| Number of baggage, mail and express cars.....   | 1      | 1      |
| Number of box freight cars .....  | 35     | 35     |
| Number of excursion cars.....   | 7      | 7      |
| Number of platform and coal cars.....   | 51     | 51     |
| Number of hand cars.....  | 8      | 8      |
| Total number of cars .....  | 105    | 105    |
| Number of locomotives.....  | 3      | 3      |
| Maximum weight of locomotives and tenders, tons .....   | 18     | 18     |
| Average weight of locomotives and tenders, tons .....   | 17 1/4 | 17 1/4 |
| Number of locomotives equipped with train brake .....   | 1      | 1      |
| Maximum weight of passenger cars, tons.....   | 10     | 10     |
| Average weight of passenger cars, tons.....   | 8      | 8      |
| Number of passenger cars equipped with train brake.....   | 10     | 10     |
| Number of passenger cars equipped with Miller platform and buffer .....   | 10     | 10     |
| The amount of tonnage that can be carried over your road in Iowa exclusive of cars, by an engine of given weight. Weight of engine, 18 tons.. |        | 112    |



## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |        |
|--|--------|
| Miles run by passenger trains during the year.....               | 25,242 |
| Miles run by freight trains during the year.....                 | 24,864 |
| Miles run by construction and repair trains during the year..... | 4,214  |
| Total train mileage.....   | 54,320 |

## CARS AND WEIGHT OF TRAINS.

|  |    |
|--|----|
| Average number of cars in passenger trains.....                          | 2  |
| Average weight of passenger trains, exclusive of passengers, tons.....   | 83 |
| Average number of cars in freight trains.....                            | 6  |
| Average weight of freight trains, exclusive of freight, tons, about..... | 69 |

## PASSENGER TRAFFIC.

|  |         |
|--|---------|
| Total number of passengers carried.....                      | 25,684  |
| Total passenger mileage or passengers carried one mile.....  | 414,316 |
| Average distance traveled by each passenger, miles.....      | 16.13   |
| Average amount received from each passenger, cents.....      | 51      |
| Highest rate of fare per mile for any distance, cents.....   | 4       |
| Lowest rate of fare per mile for any distance, cents.....    | 2       |
| Average rate of fare per mile for all passengers, cents..... | 3       |

## FREIGHT TRAFFIC.

|  |         |
|--|---------|
| Total tons of freight carried.....                                 | 24,334  |
| Total freight mileage, or tons carried one mile.....               | 389,644 |
| Average rate per ton per mile received for all freight, cents..... | 7.15    |

## CAR MILEAGE.

|   |         |
|---|---------|
| Number of miles run by loaded freight cars.....                         | 71,373  |
| Number of miles run by empty freight cars.....                          | 39,907  |
| Total freight car mileage.....  | 165,180 |
| Percentage of empty freight cars hauled to all freight cars hauled..... | 35      |

## SPEED OF TRAINS IN IOWA.

|   |    |
|---|----|
| Rate of speed per hour of passenger trains, including stops, miles..... | 21 |
| Rate of speed per hour of freight trains, including stops, miles.....   | 12 |

## TONNAGE OF ARTICLES TRANSPORTED.

|   | TONS.  | PER CENT. |
|---|--------|-----------|
| Grain.....  | 5,783  | 23.86     |
| Flour.....  | 502    | 2.07      |
| Animals.....  | 3,984  | 16.44     |
| Other agricultural products.....                          | 124    | .51       |
| Lumber and forest products.....                           | 993    | 4.10      |
| Coal.....   | 4,595  | 18.96     |
| Plaster, lime and cement.....                             | 124    | .51       |
| Salt.....   | 138    | .57       |
| Petroleum and oil.....                                    | 419    | 1.73      |
| Iron, steel and castings.....                             | 208    | .86       |
| Stones and brick.....                                     | 404    | 1.67      |
| Merchandise, and other articles not enumerated above..... | 6,950  | 28.72     |
| Total tons carried.....                                   | 21,234 | 100.      |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rate, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? United States Express Company; first-class freight rates; light merchandise; at depot.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$42.75 per mile; company furnishes mail apartment in car, and delivers mail at terminal stations where distance from depot to post-office does not exceed 80 rods.

What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$10.00 per month.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? 42.36.



## REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1887.

## INJURED.

| DATE.          | NAME AND OCCUPATION. | PLACE.      | CAUSE OF ACCIDENT AND CHARACTER OF INJURY. |
|----------------|----------------------|-------------|--|
| 1887.<br>April | 9 F. Friel           | Near Grimes | Fell from train; bruised; not serious.     |

## TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT.        | KILLED.     |            |         | INJURED.    |            |         |
|---------------------------|-------------|------------|---------|-------------|------------|---------|
|                           | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Falling from trains ..... | —           | —          | —       | —           | —          | 1       |
| Total .....               | —           | —          | —       | —           | —          | 1       |

## SUMMARY OF ACCIDENTS FOR IOWA.

|   |   |
|---|---|
| Number of persons injured during the year .....                     | 1 |
| Number of casualties purely accidental during the entire year ..... | 1 |

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*President*—Grenville M. Dodge, New York City.  
*Vice-President*—F. M. Hubbell, Des Moines.  
*Secretary and Treasurer*—J. T. Granger, New York City.  
*Assistant Secretary and Treasurer*—J. S. Polk, Des Moines.  
*General Superintendent*—C. F. Meek.  
*Auditor*—J. H. Brinsmaid, Des Moines.  
*General Freight Agent*—Fred Wild, Jr., Des Moines.

## NAME OF DIRECTORS AND POST-OFFICE ADDRESS.

G. M. Dodge, New York City.  
 J. S. Polk, Des Moines.  
 J. T. Granger, New York City.  
 S. M. Hubbell, Des Moines.  
 C. F. Meek, Des Moines.

Date of annual meeting of stockholders, first Thursday in January.  
 Fiscal year of company ends December 31st.  
 General offices of the company are located at Des Moines, Iowa.

STATE OF IOWA, }  
 COUNTY OF POLK. } ss.

C. F. Meek, Superintendent of the St. Louis, Des Moines & Northern Railway Co., being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of his knowledge and belief.

[L. S. OF R. R.]

Signed,

C. F. MEEK.

Subscribed and sworn to before me, this 1st day of October, A. D. 1887.

(Signed)

FRANK H. PERRY,

[L. S.]

Notary Public, Polk county, Iowa.

Received and filed in the office of the Commissioners of Railroads, this 6th day of October, A. D. 1887.

W. W. AINSWORTH, *Secretary*.



## REPORT

OF THE

## CEDAR RAPIDS &amp; MARION RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

## CAPITAL STOCK.

|  |    |           |
|--|----|-----------|
| Number of shares issued, 1,334; amount paid in .....   | \$ | 66,700.00 |
| Total amount paid in as per books of the company ..... | \$ | 66,700.00 |
| Total miles of road owned by company .....             | 13 |           |
| Amount of stock per mile of road .....                 | \$ | 5,130.77  |
| Amount of stock representing the road in Iowa .....    |    | 66,700.00 |
| Amount of stock held in Iowa .....                     |    | 66,700.00 |
| Total number of stockholders .....                     | 17 |           |
| Number of stockholders in Iowa .....                   | 17 |           |

## DEBT.

|   |             |              |
|---|-------------|--------------|
| Funded debt as follows:   |             |              |
| First mortgage bonds, due Dec. 24, 1887, rate of interest ..... | 6 per cent. | \$ 50,000.00 |
| Amount of interest paid on same during the year .....           | 2,190.00    |              |
| Total amount of funded debt .....                               |             | \$ 50,000.00 |
| Floating debt .....   | 5,168.50    |              |
| Total amount of floating debt .....                             |             | 5,168.50     |
| Total amount of debt liabilities .....                          |             | \$ 55,168.50 |
| Amount of debt per mile of road .....                           | \$          | 4,243.73     |
| Amount of debt representing the road in Iowa .....              |             | 55,168.50    |
| Total amount of stock and debt .....                            |             | 121,868.50   |
| Amount of stock and debt per mile of road .....                 |             | 9,374.50     |
| Amount of interest paid representing the road in Iowa .....     |             | 2,611.62     |

## COST OF ROAD AND EQUIPMENT.

## CONSTRUCTION OF ROAD AND BRANCHES—(NOT REPORTED SEPARATELY.)

|  |    |           |
|--|----|-----------|
| Construction (not separated) .....                             | \$ | 88,766.45 |
| Real estate and buildings .....                                |    | 9,099.44  |
| Total expended for construction .....                          | \$ | 97,865.89 |
| Average cost of construction per mile of road (13 miles) ..... | \$ | 7,528.14  |
| Proportion of cost of construction for Iowa .....              |    | 97,865.89 |

## COST OF EQUIPMENT.

|   |    |            |
|---|----|------------|
| Motors and cars .....   | \$ | 24,653.73  |
| Office furniture and fixtures .....   |    | 81.11      |
| Rubber checks .....   |    | 101.50     |
| Tools .....   |    | 409.05     |
| Horses, wagons and harnesses .....  |    | 5,997.30   |
| Car furniture .....   |    | 123.52     |
| Total for equipment .....   | \$ | 31,366.21  |
| Average cost of equipment per mile of road operated by company (13 miles) ..... |    | 2,412.78   |
| Proportion of cost of equipment for Iowa .....                                  |    | 31,366.21  |
| Total cost of road and equipment .....  | \$ | 129,232.10 |

|  |    |            |
|--|----|------------|
| Average cost of road and equipment per mile (13 miles) .....         | \$ | 9,940.93   |
| Proportion of cost of road and equipment for Iowa .....              |    | 129,232.10 |
| Average cost of road and equipment per mile in Iowa (13 miles) ..... |    | 9,940.93   |

## Actual present cash value of road and equipment:

|                                 |    |           |
|---------------------------------|----|-----------|
| Track:                          |    |           |
| Main line .....                 | \$ | 27,044.80 |
| Oak Hill .....                  |    | 10,379.98 |
| Sixteenth Street .....          |    | 2,112.35  |
| West Side .....                 |    | 8,997.43  |
| Third Street .....              |    | 5,683.55  |
| First Street .....              |    | 1,613.95  |
| Equipment:                      |    |           |
| Motors and cars .....           |    | 20,050.00 |
| Real estate and buildings ..... |    | 7,099.44  |
| Furniture and tools .....       |    | 441.00    |
| Horses, mules and wagons .....  |    | 5,997.30  |
| Total .....                     | \$ | 89,419.80 |

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|  |    |          |
|--|----|----------|
| Grading .....                                    | \$ | 4,185.54 |
| Bridging and masonry .....                       |    |          |
| Superstructure, including rails .....            |    |          |
| Engine houses, car sheds, turn-tables, etc ..... |    | 1,848.72 |
| Machinery and tools .....                        |    | 182.05   |



|  |              |
|--|--------------|
| Passenger, mail, baggage and express cars.....   | \$ 4,273.48  |
| Horses, mules, etc.....  | 1,706.05     |
| Car furniture.....   | 122.52       |
| Total expenditures charged to property accounts.....   | \$ 12,318.56 |
| Property sold (or reduced in valuation on the books) and credited property accounts during the year (specifying the same): |              |
| City lots in West Cedar Rapids, Iowa, sold (net).....  | \$ 4,112.45  |
| Net addition to property account for the year.....   | \$ 8,206.10  |

## REVENUE FOR THE YEAR.

## MONTHLY EARNINGS—FROM TRANSPORTATION OF PASSENGERS.

|                      | THROUGH. | LOCAL.       | TOTAL.       |
|----------------------|----------|--------------|--------------|
| July, 1886.....      |          | \$ 2,238.35  |              |
| August, 1886.....    |          | 2,299.40     |              |
| September, 1886..... |          | 2,241.75     |              |
| October, 1886.....   |          | 2,045.15     |              |
| November, 1886.....  |          | 2,368.15     |              |
| December, 1886.....  |          | 2,322.70     |              |
| January, 1887.....   |          | 1,956.75     |              |
| February, 1887.....  |          | 1,909.75     |              |
| March, 1887.....     |          | 2,186.20     |              |
| April, 1887.....     |          | 2,267.45     |              |
| May, 1887.....       |          | 2,053.35     |              |
| June, 1887.....      |          | 3,103.34     |              |
| Total.....           |          | \$ 26,990.34 | \$ 26,990.34 |

## MONTHLY EARNINGS—FROM ALL OTHER SOURCES.

|                      | MAILS. | EXPRESS.  | MISCELLANEOUS. | TOTAL.      |
|----------------------|--------|-----------|----------------|-------------|
| July, 1886.....      |        | \$ 88.12  |                | \$ 88.12    |
| August, 1886.....    |        | 122.49    |                | 122.49      |
| September, 1886..... |        | 90.50     | 633.09         | 723.59      |
| October, 1886.....   |        | 102.87    |                | 102.87      |
| November, 1886.....  |        | 55.29     |                | 55.29       |
| December, 1886.....  |        | 60.10     |                | 60.10       |
| January, 1887.....   |        | 46.43     |                | 46.43       |
| February, 1887.....  |        | 40.58     |                | 40.58       |
| March, 1887.....     |        | 91.16     |                | 91.16       |
| April, 1887.....     |        | 64.16     |                | 64.16       |
| May, 1887.....       |        | 64.40     |                | 64.40       |
| June, 1887.....      |        | 59.42     | 8.00           | 67.42       |
| Totals.....          |        | \$ 885.52 | \$ 641.09      | \$ 1,526.61 |

## ANALYSIS OF EARNINGS.

|  |              |
|--|--------------|
| Earnings, passenger.....                           | \$ 26,990.34 |
| Express and baggage and mails.....                 | 885.52       |
| *Earnings from all other sources (subsidy).....    | 633.09       |
| Elevator earnings—rents (balance).....             | 8.00         |
| Total earnings from all sources.....               | \$ 28,516.95 |
| Earnings per mile of road operated (13 miles)..... | \$ 2,193.61  |
| Proportion of earnings for Iowa.....               | 28,516.95    |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|   |             |
|---|-------------|
| Repairs of road-bed and track.....                  | \$ 3,599.14 |
| Repairs of buildings, stations and water-tanks..... | 100.36      |
| Total.....  | \$ 3,699.50 |

## CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                 |             |
|---------------------------------|-------------|
| Repairs of cars and motors..... | \$ 1,606.83 |
| Total.....                      | \$ 1,606.83 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|                                    |              |
|------------------------------------|--------------|
| Fuel for motors.....               | \$ 2,306.24  |
| Water supply.....                  | 159.10       |
| Oil and waste.....                 | 311.46       |
| Car and motive service.....        | 8,884.94     |
| Team expenses.....                 | 4,791.19     |
| Damage to property and cattle..... | 74.00        |
| Total.....                         | \$ 16,526.93 |

## CLASS 4.—GENERAL EXPENSES.

|  |             |
|--|-------------|
| Salaries of general officers and clerks.....                   | \$ 2,969.98 |
| Legal expenses.....  | 1.35        |
| Insurance.....   | 352.38      |
| Stationery and printing, outside agencies and advertising..... | 161.60      |
| Extraordinary (snow).....                                      | 200.63      |
| Rents (balance).....   | 333.34      |
| Taxes in Iowa.....   | 416.35      |
| General expenses.....  | 141.38      |
| Total.....   | \$ 3,183.67 |

## RECAPITULATION OF EXPENSES.

|  |              |
|--|--------------|
| Maintenance of way and buildings.....                                  | 3,699.50     |
| Maintenance of motive power and cars.....                              | 1,606.83     |
| Conducting transportation.....   | 16,526.93    |
| General expenses, including taxes.....                                 | 4,183.67     |
| Total operating expenses and taxes.....                                | \$ 26,016.93 |
| Operating expenses and taxes per mile of road operated (13 miles)..... | \$ 2,001.30  |
| Proportion of operating expenses and taxes for Iowa.....               | 26,016.93    |
| Percentage of expenses to earnings.....                                | 91           |

\* Given as an inducement to build the Sixteenth street line to Central Park Addition.



## GENERAL EXHIBIT.

|   |    |           |
|---|----|-----------|
| Total earnings.....   | \$ | 26,816.92 |
| Total expenses, including taxes.....                              |    | 26,016.92 |
| Net earnings.....   |    | 2,800.00  |
| Interest accruing during the year.....                            |    | 2,811.62  |
| Interest paid during the year.....                                |    | 2,811.62  |
| Interest paid during the year on account of the road in Iowa..... |    | 2,811.62  |
| Interest on funded debt.....                                      |    | 2,190.00  |
| Interest paid on funded debt.....                                 |    | 2,190.00  |
| Interest on floating debt.....                                    |    | 421.02    |
| Interest paid on floating debt.....                               |    | 421.02    |
| Balance for the year, loss.....                                   |    | 111.60    |
| Balance at commencement of the year.....                          |    | 9,030.81  |
| Balance at the close of the year, June 30, 1887.....              | \$ | 8,919.21  |

## GENERAL RECAPITULATION.

|   |    |           |
|---|----|-----------|
| Total earnings.....   | \$ | 26,816.92 |
| Total operating expenses and taxes.....                                     |    | 26,016.92 |
| Net earnings above operating expenses and taxes.....                        |    | 2,800.00  |
| Net earnings above operating expenses, taxes, rental and interest—loss..... |    | 111.60    |

## TAXES.

## AMOUNT PAID FOR YEAR ENDING JUNE 30, 1887.

|              |    |        |
|--------------|----|--------|
| In Iowa..... | \$ | 410.35 |
|--------------|----|--------|

## SURPLUS.

|  |    |          |
|--|----|----------|
| Surplus at the commencement of the year..... | \$ | 9,030.81 |
| Surplus at the close of the year.....        |    | 8,919.21 |

## GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS, JUNE 30, 1887.

## DEBIT.

|                                 |           |            |
|---------------------------------|-----------|------------|
| Real estate and buildings.....  | \$        | 9,099.44   |
| Equipment.....                  |           | 24,653.73  |
| Horses, wagons and harness..... |           | 5,997.30   |
| General supplies.....           |           | 951.92     |
| Geo. Greene, treasurer.....     |           | 571.69     |
| Track.....                      |           | 88,766.45  |
| Car furniture.....              |           | 123.52     |
| Office furniture.....           |           | 81.11      |
| Rubber checks.....              |           | 101.50     |
| Car change.....                 |           | 20.00      |
| Miscellaneous tools.....        |           | 409.05     |
| Blake & Hormel.....             |           | 12.60      |
| Operating account.....          | 26,016.93 |            |
| Interest account.....           | 2,611.62  | 28,628.55  |
| Total.....                      | \$        | 159,418.38 |

## CREDIT.

|                         |    |            |
|-------------------------|----|------------|
| Stock account.....      | \$ | 66,700.00  |
| Bonded debt.....        |    | 50,000.00  |
| Profit and loss.....    |    | 9,030.81   |
| Passenger earnings..... |    | 26,990.34  |
| Express earnings.....   |    | 885.52     |
| Unpaid vouchers.....    |    | 1,118.08   |
| Subsidy.....            |    | 633.09     |
| Rents (balance).....    |    | 8.00       |
| Bills payable.....      |    | 2,639.92   |
| Unpaid pay rolls.....   |    | 1,410.60   |
| Total.....              | \$ | 159,418.28 |

## DESCRIPTION OF ROAD.

|   |                    |
|---|--------------------|
| Length of main line of road, from Cedar Rapids to Marion.....           | 6                  |
| Length of main line of road in Iowa.....                                | 6                  |
| Branches owned by this company—city lines.....                          | 6                  |
| Total length of road belonging to this company.....                     | 13                 |
| Total length of road belonging to this company in Iowa.....             | 13                 |
| Aggregate length of sidings and other tracks not above enumerated.....  | 1                  |
| Same in Iowa.....   | 1                  |
| Total length of steel rails in track in Iowa, exclusive of sidings..... | 5                  |
| Weight per yard, steel.....   | 35 lbs.            |
| Weights per yard, iron.....   | 22, 28 and 35 lbs. |
| Gauge of track, 4 feet 8½ inches.....                                   |                    |

## STATIONS.

|   |   |
|---|---|
| Number of stations on all roads operated by this company..... | 3 |
| Same in Iowa.....   | 3 |

## EMPLOYES.

|  |              |
|--|--------------|
| Number of persons regularly employed on all roads operated by this company.....  | 35           |
| Same in Iowa.....  | 35           |
| Amount paid employees, including officials, on all roads operated by this company for the year ending June 30, 1887..... | \$ 17,465.66 |
| Same in Iowa.....  | 17,465.66    |

## BRIDGES IN IOWA.

|                              | Number. | Aggregate length. |
|------------------------------|---------|-------------------|
| Wooden trestle and pile..... | 1       | 306               |

## ROAD-BED AND TRACK.

|   |       |
|---|-------|
| Number of track sections in Iowa.....   | 2     |
| Average length of section.....  | 6     |
| Average number of men in each section gang.....                               | 5     |
| Number of new ties laid in track during the year in Iowa.....                 | 2,500 |
| Average number of new ties per mile of road.....                              | 200   |
| Total track laid with new rails during the year in Iowa, miles.....           | 1     |
| What is the average number of years that ties last in your track in Iowa..... | 5     |



## CROSSINGS IN IOWA.

What railroad crosses your road at grade, and at what locality?

Chicago, Milwaukee & St. Paul Railroad at half way between Cedar Rapids and Marion.  
Chicago, Milwaukee & St. Paul Railroad at Cedar Rapids.  
Burlington, Cedar Rapids & Northern Railroad at Cedar Rapids.  
Chicago & Northwestern Railroad at Cedar Rapids.

Number of highway crossings at grade..... 3

## ROLLING STOCK.

Number of passenger cars ..... 16  
Number of baggage, mail and express cars ..... 1  
Number of platform and coal cars ..... 2

Total number of cars..... 19

Number of motors ..... 3  
Maximum weight of motors and tenders, tons ..... 17½  
Average weight of locomotives and tenders, tons ..... 16½  
Number of motors equipped with train brake, vacuum ..... 3  
Maximum weight of passenger cars, tons ..... 5  
Number of passenger cars equipped with train brake, common hand ..... 15  
Vacuum ..... 4

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

## CARS AND WEIGHT OF TRAINS.

Average number of cars in passenger trains..... 2

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? Twin City Express Company, local company. Goods are received at office of express company.

## OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—William Greene, deceased.  
Vice-President—A. J. McKean, Marion, Iowa.  
Secretary—N. B. Consigny, Cedar Rapids, Iowa.  
Treasurer—George Greene, Cedar Rapids, Iowa.  
Superintendent—William Elsom, Cedar Rapids, Iowa.  
Auditor—N. B. Consigny, Cedar Rapids, Iowa.  
General Solicitor—Blake & Hormel, Cedar Rapids, Iowa.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

William Greene, Cedar Rapids, Iowa, deceased.  
S. C. Bever, Cedar Rapids, Iowa.  
H. C. Blake, Cedar Rapids, Iowa.  
Geo. W. Bever, Cedar Rapids, Iowa.  
C. G. Greene, Cedar Rapids, Iowa.  
R. M. Jackson, Marion, Iowa.  
A. J. McKean, Marion, Iowa.

Date of annual meeting of stockholders, third Monday in January.  
Fiscal year of company ends December 31st.

General offices of the company are located at Cedar Rapids, Iowa.

STATE OF IOWA. }  
COUNTY OF LINN. }

George W. Bever, and C. G. Greene, Executive Committee of the Cedar Rapids & Marion Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1887, to the best of their knowledge and belief.

(Signed)

GEO. W. BEVER,  
C. G. GREENE.

[L. S. OF R. R.]

Subscribed and sworn to before me, this 9th day of September, A. D. 1887.

JOHN B. BEVER,  
Notary Public.

[L. S.]

Received and filed in the office of the Commissioners of Railroads, this 27th day of August,  
A. D. 1887.

E. G. MORGAN, Secretary.



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# APPENDIX A.

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## ADJUSTMENT OF COMPLAINTS.

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## ADJUSTMENT OF COMPLAINTS.

CITIZENS OF CALIFORNIA JUNCTION, IOWA,

VS

FREMONT, ELKHORN & MISSOURI VALLEY  
RAILROAD COMPANY, SIOUX CITY &  
PACIFIC RAILROAD COMPANY.

} *Station facilities.*

Filed December 2, 1886.

### DECISION OF THE COMMISSIONERS.

On December 2, 1886, a petition was filed in the office of the Railroad Commissioners, signed by three citizens of California Junction, four citizens of Missouri Valley, eight of Sioux City, six firms of Omaha, and four firms of Council Bluffs, stating that California Junction is the junction of the Fremont, Elkhorn & Missouri Valley and Sioux City & Pacific Railways, and that at this point there are no suitable conveniences for freight shipped to that point, asking the Board to examine the matter, and order a freight depot to be erected at this station.

In reply to a letter from the Board, the General Manager of the F., E. & M. V. R. R., says: "We have plans drawn and bills of material for this station house, and will put it up the first thing in the spring." This it is presumed will be satisfactory to complainants.

*Des Moines, Iowa, December 11, 1886.*

L. E. GRAY, PERRY, IOWA,

VS.

CHICAGO, MILWAUKEE & ST. PAUL R'y Co.,  
WABASH, ST. LOUIS & PACIFIC R'y Co.,

} *Station facilities at Herndon,  
Iowa.*

Filed December 2, 1886.

### DECISION OF THE COMMISSIONERS.

On November 30, 1886, a communication was received by the Commissioners from L. E. Gray, of Perry, Iowa, stating that the station at Herndon, Guthrie county, Iowa, the junction of the Des Moines and Fonda branch of



the Wabash, St. Louis & Pacific, and the Chicago, Milwaukee & St. Paul Railway, receives a greater number of passengers than any station of a similar size in the State, as he is reliably informed; that one agent attends to the business of both railways, opens his office at seven in the morning and closes at 8:57 in the evening. After the office is closed, one train on the C., M. & St. P. R'y passes east at 11 P. M., and one west at 4:27 A. M. No trains on the Wabash pass between these hours. For passengers desiring to take these trains or arriving on them, there is no provision for shelter or warmth during the cold weather. He asks the Commissioners, under the provisions of chapter 24, of the laws of the Twentieth General Assembly, to order "the passenger house warmed, lighted and opened for the ingress and egress of passengers a reasonable time before the arrival and after the departure of trains carrying passengers."

On December 9, 1886, one of the Commissioners met at Herndon the superintendents of both railways. They represent that the number of passengers arriving or departing on these trains is very small, the total earnings of the station not paying the expenses of the agent. They were compelled to establish the joint station by the action of the Commissioners and in compliance with the laws of the State, no business considerations requiring a station at that point. To add the expense of a night agent at this place is thought to be a hardship. They volunteer, however, in future to leave the waiting room open, and a fire when the agent leaves at 9 P. M., and lighted for the night, with proper fuel placed conveniently so that persons at the station can build and keep fires while waiting for trains. This arrangement, for the present at least, it is thought will meet the needs of the case.

*Des Moines, Iowa, December 11, 1886.*

DECEMBER 7, 1886.

T. J. POTTER, Esq., *Vice-President C., B. & Q. R. R. Co., Chicago, Ill.:*

DEAR SIR—Hon. William Larrabee, Governor of this State, sends a letter to this office—a copy of which find enclosed—calling the attention of the Railroad Commissioners to certain discriminations in freight charges on coal from Cleveland, Lucas county, Iowa, shipped to the Institution for Feeble-Minded at Glenwood, and also to the Institution for Deaf and Dumb at Council Bluffs.

Will you please give this matter attention and advise this office of the result of your investigations. An early reply will oblige.

By order of the Board,

E. G. MORGAN, *Secretary.*

STATE OF IOWA,  
EXECUTIVE OFFICE, DES MOINES, December 6, 1886.

*To Board of Railroad Commissioners, Capitol:*

DEAR SIRS—The Feeble Minded Institution pays \$3.40 for lump coal on track at Glenwood, Mills county. The Chicago, Burlington & Quincy Railroad Company freight bills show \$1.80 per ton freight paid from Cleveland, Lucas county, to Glenwood. The Deaf and Dumb Institution at Council Bluffs pays \$2.80 for lump coal delivered in bla, and the freight bills of the Chicago, Burlington & Quincy Railroad Company shows \$1.25 per ton freight paid from Cleveland to Council Bluffs.

It appears to me unreasonable for the railroad company to charge more for hauling to Glenwood than to Council Bluffs. Will you make inquiries, and if you agree with me, endeavor to have this discrimination corrected.

Yours truly,

WILLIAM LARRABEE.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, {  
PRESIDENT'S OFFICE, BOSTON, December 16, 1886. }

E. G. MORGAN, Esq., *Secretary Iowa Railroad Commission, Des Moines, Iowa:*

DEAR SIR—Your letter of December 7th to Mr. Potter, concerning the coal rates to Glenwood and Council Bluffs, has been referred to this office.

The rate charged between Lucas and Glenwood is approximately one and three-tenths cents per ton mile, which, remembering the fact that the cars must be returned empty, will not I think be considered an excessive or exorbitant rate; but inasmuch as the charge to Council Bluffs is only a little over eighty-one one-hundredths of a cent per ton mile, the question is asked by the Governor, why should the Glenwood rate be higher, and why is it not a case of unreasonable discrimination?

The rate to Glenwood is the regular Iowa tariff rate, and no reason exists at present, so far as we know, for changing it.

It enables consumers in Glenwood to buy coal at a moderate price, much below what it would cost without the railroad, and makes coal cheaper than any other fuel. The railroad receives only a moderately fair, if not indeed a very low price for the transportation, all things considered. Coal cars from local points must almost invariably return empty, and the grades of our road through Iowa are exceedingly heavy, as you are well aware. If Council Bluffs and the various state and inter-state roads terminating there had no existence, it is probable that there would be no question about the Glenwood rate.

But it so happens that, first the Missouri River, and later the action of the general government in making Council Bluffs the starting point for the earliest and most direct of the transcontinental railroad lines, has resulted in building up there and at Omaha a community of considerable magnitude, with large and growing business interests, and in attracting to that commercial center not only four of the principal Iowa roads, but also roads from the north and south on both sides of the river, as well as roads doing business beyond the river in competition with the Union Pacific. The effect of all this is to make a large aggregate of railroad traffic to, from and through Council Bluffs and Omaha, and to create an active competition in that market between the coal from Missouri, Kansas, Wyoming and Iowa. This competition has forced the railroads and the dealers as well to accept a less margin of profit, and at times none whatever, on the Council Bluffs business, a condition of things which it will not be disputed is sometimes quite unprofitable to the railroads.

But it is nevertheless true that the large volume of business transacted at Council Bluffs and Omaha, and the greater possibility of finding something to load cars with on their return, together with the fact that the actual cost of handling per car or per ton is more or less reduced by the volume of the traffic, enables the railroads to live upon lower rates at Council Bluffs than they could live upon at Glenwood. At the highest rates charged anywhere, we make but a small profit on the coal traffic.



Coal is one of those essential and staple articles which railroads carry and can afford to carry at low rates, for many and obvious reasons. It must be moved at low rates or not moved at all, and it is greatly for the interest of the railroad company that the country should be supplied with cheap fuel.

Considering the large percentage of empty mileage involved, there is probably no money made to-day on the carriage of coal to Council Bluffs, over the heavy grades of our Iowa roads. But while we are ready, so far as our direct interest in this traffic is concerned, to give it up, and because there is no profit in the business, to practically retire from the field as a competitor at Council Bluffs, our doing so would undoubtedly be a hardship on the Iowa miners, and would throw the business wholly into the hands of Missouri, Kansas and Wyoming.

Trusting this explanation may be satisfactory to the Commission and to the Governor, and that our course may be approved, I remain,

Very truly your obedient servant.

(Signed)

C. E. PERKINS, *President.*

STATE OF IOWA,  
EXECUTIVE DEPARTMENT, DES MOINES, January 4, 1887.

E. G. MORGAN, *Secretary:*

DEAR SIR—Yours of December 27 and letter of Mr. C. E. Perkins, President Chicago, Burlington & Quincy Railroad Company enclosed, at hand as stated.

The reasons given by Mr. Perkins for maintaining the rate of \$1.80 per ton on coal from Cleveland, in Lucas county, to Glenwood, are not good, and I believe will not be accepted as good by reasonable men.

*First.* His company hauls from same place in Lucas county to Council Bluffs, twenty miles beyond Glenwood, for fifty-five cents per ton less, and it is but reasonable to suppose that the Council Bluffs rate is remunerative.

*Second.* I find upon pages 38 and 39 of your report for 1885, that the Chicago, Rock Island & Pacific Railway Company hauled coal from Colfax, in Jasper county, to Council Bluffs at \$1.25 per ton and gave a rebate of twenty-five cents per ton, and that there was a profit at that rate; and this distance is about thirty miles longer than the Glenwood haul.

*Third.* I find on page 29, same report, that the average rate per ton per mile for freight of all kinds hauled by the granger roads in 1884, was only 1.251 cents, which is less than the coal rate to Glenwood of 1.333 cents.

When you consider that coal is entitled to be hauled at about the lowest rate of any article transported, and compare it with the average rate of all classes of articles, including first, second and third classes of merchandise, and also those articles charged double first class, I think you will agree with me that the rate is an unreasonable one. Also, I ask you to compare this Glenwood rate with the rates charged by the other railroad companies in this State, and also with those companies bringing coal into this State from other States. Also compare the rate with the rate established by the C., B. & Q. Co. for coal transported for its own use in Iowa and elsewhere.

I think it is high time the coal rates in the State were revised. Much of the argument offered by Mr. Perkins has served its purpose too long and is now outlawed. I hope you will see this in the same light as I do, and insist upon its correction. The managers of great corporations cannot afford to continue the prosecution of such unjust discrimination. The sense of justice of intelligent minds rebels against it, and nothing can be gained to the corporations or the public by delay in such cases.

Yours truly,

WM. LARRABEE.

STATE OF IOWA

VS.

CHICAGO, BURLINGTON & QUINCY  
RAILROAD COMPANY.

} Discrimination.

Filed December 7, 1886.

#### DECISION OF THE COMMISSIONERS.

On December 6, 1886, Hon. William Larrabee, Governor of Iowa, addressed a letter to the Commissioners, in which he says that the State pays the Chicago, Burlington and Quincy Railroad Company \$1.80 per ton freight on coal in car-load lots from Cleveland, Lucas county, to Glenwood, for the use of the Institution for Feeble-Minded; that the State pays the same company \$1.25 per ton for freight on coal from the same point to Council Bluffs, for the use of the Deaf and Dumb Institution. His view was that the rate made voluntarily to Council Bluffs is *prima facie* evidence that it is reasonable, and that a greater rate for twenty miles less distance is evidence that it is unreasonable. The letter of the Governor was referred to the officers of the railroad company, and on December 16, 1886, Mr. Perkins, President, replied that the rate charged between Lucas and Glenwood is the regular Iowa tariff of one and three-tenths cents (1.3) per ton per mile, and as the cars are returned empty, he does not think the rate exorbitant. The charge to Council Bluffs is eighty-one hundredths of a cent (81-100) per ton per mile, which is extremely low, and very little, if any, in excess of the cost of service. Council Bluffs and Omaha have become very large commercial centers, and in those markets there is an active competition for the coal of Missouri, Kansas, Wyoming and Iowa. His company, if it carries coal to these markets, must deliver it at very low rates or not handle it at all. So far as its direct interests go, he is ready to give up the competitive business at those places, as there is no profit in it; but it would be a hardship on the miners on his line and give the business to competing miners.

Mr. Perkins' letter was submitted to the Governor, who replies: *First.* That the Council Bluffs rate being voluntarily made, it is reasonable to suppose that it is remunerative. *Second.* That by a special contract, the C., R. I. & P. R'y Co. hauled coal from Colfax to Council Bluffs, thirty miles further than from Cleveland to Glenwood, at \$1 per ton, and there was a profit in the transaction. *Third.* That the average freight rate on all kinds of freight on the Granger roads was 1.251 cents per ton per mile, which is less than the coal rate to Glenwood. As coal should bear the lowest rate of any freight, this rate must be too high. He asks the Commissioners to compare this rate with rates charged by other roads, and the charges made by the companies for transporting their own coal. The Glenwood rate on coal is the Iowa distance tariff rate, the one adopted by all the roads in



the State, subject, however, to variation in special rates at competitive points or where large amounts are used, the general policy being to concede to manufacturers and large consumers special rates.

The answer to the last question of the Governor is that none of the roads charge for haulage of coal for their own use over their own lines, or in other words, the earnings of none of the roads are credited with the charges for hauling their own coal, so that the Commissioners have been unable to determine the cost of the service.

Section 11 of the Commissioner law reads: " \* \* \* And shall charge no more for transporting freight from any point on its line than a fair and just proportion of the price it charges for the same kind of freight transported from any other point."

In the case under consideration, coal from Lucas to Glenwood, the shorter distance, is charged 13 cents per ton per mile. Over the same line from Lucas to Council Bluffs the longer distance, the charge is only \$0.81 cents per ton per mile. The question is with regard to the transportation of a similar kind of freight from the same point. It is clearly the idea of the above prohibition, as well as of the entire law that the charges for transportation shall be equal under like circumstances. The circumstances in this case are precisely alike, except that the distance is greater to Council Bluffs, the place of smaller charge, than to Glenwood, the place of larger charge. Under ordinary circumstances this fact would make the Glenwood charge unreasonable, for it must be presumed that the respondent finds the Council Bluffs rate compensatory, or upon the ordinary rules of business it would abandon the haul. Two reasons are assigned for the low charge to Council Bluffs, competition and a business at that point of such a character as sends the coal cars back from Council Bluffs loaded. Competition may justify the lowest remunerative rate, but it ought not on business principles to justify a ruinously low rate, and if in the struggle for business a railroad company fixes a ruinously low rate, to allow it to justify a higher rate for a shorter distance upon that fact, would be to allow it to profit by its own wrong. It is conceivable that the question of returning empties may be considered with reference to return hauls, but it should not be allowed to affect the price of shipments in the reverse direction of a different kind of freight, and it is not understood that respondent carries coal back from Council Bluffs eastward, so that in the opinion of the Commissioners it cannot be held that the inequality complained of in this case is justified by the circumstances. In their report for 1885, the Commissioners said: "But we feel that the time is near at hand when a rule should be established which shall give equal and exact justice to all, and believe no rule would so effectually prevent ruinous competition as one prohibiting a greater charge for a short than a long haul."

Such a rule will render it impossible to reduce rates at competitive points, and recoup or make up loss by higher rates at the non-competitive points. The latest legislative expression on this subject is the inter-State commerce bill just passed by Congress, which says that "it shall be unlawful for any

common carrier subject to the provisions of this act, to charge or receive any greater compensation in the aggregate for the transportation of passengers or a like kind of property, under substantially similar circumstances and conditions, for a shorter than a longer distance over the same line in the same direction, the shorter being included in the longer distance."

The rule now being as to inter-State commerce that the charge shall not be greater for a shorter than a longer distance, to allow a different rule for local freight, would throw all the burdens and inequalities of which so much complaint has been made upon domestic commerce, to which we cannot consent.

The Commissioners are satisfied that this section will be engrafted into State legislation, and that the question may as well be met now as at any time. With this view, while possibly they entertain some doubts as to its effect upon the general shipping interests, and the interests of the coal miner, would advise the Chicago, Burlington & Quincy Railroad Company to revise its coal tariff in Iowa to conform to the above section.

*Des Moines, Iowa, February 10, 1887.*

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, }  
PRESIDENT'S OFFICE, BOSTON, February 22, 1887. }

E. G. MORGAN, Esq., *Secretary Iowa Railroad Commission, Des Moines:*

DEAR SIR—I have received a copy of the decision of the Commissioners on the question of coal rates to Glenwood and Council Bluffs. The principle involved in this case is of so much importance to everybody, and the judgments of the Commissioners on similar questions have been so sound, that I venture to ask if we may not have a re-hearing?

The Iowa Commission has always recognized the propriety of applying the wholesale and retail rule to transactions in transportation, or, in other words, that the reasonableness of any given rate depends on all the circumstances, and not alone on the cost of doing the business, which is only one of the circumstances.

Another circumstance is the willingness of the seller to accept a smaller margin of profit on large than on small sales, or the necessity for so doing in order to promote transactions.

In their letter to the Western Classification Association, dated September 28, 1885, the Commissioners say:

"It was held by the Iowa Railroad Commissioners in their first report that railroad companies carrying for hire were to be regarded as merchants selling transportation, and might properly be governed by the same rules in disposing of their subjects of sale as govern all other sellers in the market. In other words, that the principles of wholesale and retail transactions properly affected and modified a railroad as well as every other business operation, and, so far as the Western States are concerned, we believe that no one doubted the general correctness of the principles above set forth."

Even the *Chicago Tribune*, which is never especially friendly to railroads, in its issue of February 12th says, speaking of passenger transportation:

"In making a contract for transportation with an association of persons, a railroad ought to give a lower rate for each member of the party than it would to the purchaser of a single ticket, because in the former case it would have the certainty of filling its cars and could perform the service at much less cost. The same rule applies, to a considerable degree, to purchasers of mileage or commutation tickets, good only within a specified time. A railroad ought to offer its daily patrons, or those who purchase a large amount of transportation, a lower mileage rate than it does for chance travel. The conditions and circumstances surrounding the two kinds of travel are not the same."



I quote this merely to show that public opinion is coming to the conclusion, long since reached by the Iowa Commissioners, that reasonableness in the price of transportation, as well as in everything else, depends upon circumstances, and not alone on the cost of production. The Commissioners seem to consider that the circumstances at Glenwood and Council Bluffs are precisely alike, except that the distance is greater to Council Bluffs. But is this the case? At Council Bluffs the railroad transacts a larger aggregate business than at Glenwood, and the terminal cost per car is thereby affected. Furthermore, the chances of getting a return load for the cars is greater at Council Bluffs than at Glenwood, a circumstance still further tending to lessen the cost at the former place. In commenting on this last point, the Commissioners say, as I understand the decision, that to have an influence, the return load should be a load of coal; but is not this a mistake?

It cannot be denied that it costs money to haul cars, whether they are loaded or empty; but if they are loaded, the railroad is supposed to receive sufficient compensation to cover the cost and something more. If, therefore, the coal business of Glenwood involves carrying the cars back to the mines empty, the cost of so doing must be charged to the cost of doing the Glenwood coal traffic; whereas, if cars engaged in the Council Bluffs coal business are not hauled back to the mines empty, but find return loads, there would be no similar charge to be added to the cost of doing the Council Bluffs coal traffic, no matter whether the return loads should consist of coal, bricks, scrap iron, or any other commodity.

As a matter of fact, we cannot of course be sure of getting return loads in all cases from any point, but from large centers the chance of getting return loads is greater than it is from wayside stations, and this is one of the elements that enables railroads to make the rates lower to such places. In other words, the chance of return loads is a circumstance, and I think a very important one, affecting the price of transportation. It is obvious that the rate cannot be adjusted to meet each particular case.

I desire also to point out that at Council Bluffs it is necessary for the railroad, in order to do any portion of the coal business, to meet competition from Wyoming, Kansas and Missouri, which seems to me to constitute a very material circumstance, and one entitled to have weight in fixing the rates. This reason alone would seem to be sufficient justification for the reduced rate, on the principle advocated by the Commissioners in their letter of Sep. 28th, 1885, to which I have referred.

Railroads, like other traders, are compelled to sell certain commodities on a smaller margin of profit than they expect to get and do get on other commodities. This is not because they wish to do so, but because they must, or retire from business. The transportation of coal to Council Bluffs is in effect a different commodity from the transportation of coal to Glenwood. The railroad deals in both. It makes little or no profit on the Council Bluffs commodity, but as the volume of traffic to that point is large, and the coal which is sold there helps to keep the Iowa miners at work, and helps them to produce coal cheaper for other points on the road, the railroad finds it to its advantage and to the advantage of the community to sell the Council Bluffs commodity in spite of these adverse circumstances.

It is well known that merchants sell certain lines of goods without profit, and sometimes at actual loss, in order to influence the sale of other lines of goods upon which they can realize a fair margin. It is suggested by the Governor that because the railroad company voluntarily sells one commodity for little or no profit, it ought therefore to sell another and different commodity on the same terms. But it would not be contended for a moment that this proposition would be reasonable as applied to trade generally, and I submit that it is not reasonable as applied to railroad transportation. The principle controlling the answer to this general question has, I think, been fully considered in the wholesale and retail discussion. It is impossible for the railroads to charge more than the traffic will bear, however low such rates may be, because if they do charge more, the traffic ceases. For the railroad to cease doing a share of the Council Bluffs coal traffic would in no way benefit Glenwood.

The Commissioners refer to the law recently enacted by Congress affecting long and short haul rates, but I would call particular attention to the words, "under substantially similar circumstances and conditions," which are contained in the act, and which must necessarily, I think, be construed as meaning all the circumstances and conditions affecting the trans-

portation; not only the circumstances affecting the cost to the railroad company, but also the circumstances affecting the traffic, including its volume.

As I stated in my previous letter, it is of less consequence to the railroad company in this particular case than it is to the Iowa miners, whether we continue in the Council Bluffs and Omaha coal trade or not, because the profit to the railroad company, if anything, is very small. But the principal involved, as I stated in the beginning of this letter, is of great importance, not only to railroads, but to the public generally.

I leave here for the west this week, and shall be under obligations if you will be good enough to send me a reply to Burlington.

(Signed.)

Yours truly,

C. E. PERKINS, President.

STATE OF IOWA,  
EXECUTIVE OFFICE, DES MOINES, March 7, 1887.

To the Honorable Board of Railroad Commissioners:

GENTLEMEN—On the 6th day of December last I addressed to you a letter in which I called your attention to the fact that the Chicago, Burlington & Quincy Railroad Company charged \$1.80 per ton for hauling coal from Cleveland, Lucas county, to Glenwood, and \$1.25 per ton for hauling it from the same point to Council Bluffs. I further stated in that communication that such a discrimination against Glenwood appeared to me unreasonable, and requested you to endeavor to have it corrected, if you concurred in my opinion.

On January 4th, in reply to a letter from your Secretary under date of December 27, 1886, I gave you my reasons for deeming the Glenwood rate excessive, and the Council Bluffs rate remunerative. In your decision reported to me February 10th, you advised the C. B. & Q. R. R. Co. to revise its coal tariff in Iowa to conform to section 11, chapter 77, laws of the Seventeenth General Assembly, which is as follows:

"No railroad corporation shall charge, demand or receive from any person, company or corporation, for the transportation of persons or property, or for any other service, a greater sum than it shall at the same time charge, demand or receive from any other person, company or corporation for a like service from the same place, or upon like condition and under similar circumstances; and all concessions of rates, drawbacks, and contracts for special rates, shall be open to and allowed all persons, companies and corporations alike, at the same rate per ton per mile by car load, upon like condition and under similar circumstances, unless by reason of the extra cost of transportation from a different point the same would be unreasonable and inequitable; and shall charge no more for transporting freight from any point on its line than a fair and just proportion of the price it charges for the same kind of freight transported from any other point."

Section 13 of the same chapter also provides: "In all cases where complaint shall be made, in accordance with the provisions of section fifteen, hereinafter provided that an unreasonable charge is made, the Commissioners shall require a modified charge for the service rendered, such as they shall deem to be reasonable, and all cases of a failure to comply with the recommendations of the Commissioners shall be embodied in the report of the Commissioners to the legislature, and the same shall apply to any unjust discrimination, extortion or overcharge by said company, or other violation of law."

In your decision of February 10th, you fail to state what you "deem" to be a "reasonable" charge for hauling coal from Cleveland to Glenwood.

I am informed by Superintendent Powell of the Institution for Feeble Minded Children at Glenwood that no change has been made in the Glenwood coal tariff, and also learn incidentally that the Council Bluffs rate has lately been advanced from \$1.25 to \$1.98 per ton.

Will you please inform me whether you regard such modification of the company's coal tariff as being in accordance with your recommendation. By an early reply you will oblige

Yours respectfully,

(Signed)

WM. LARRABEE,  
Governor of Iowa.



STATE OF IOWA,  
EXECUTIVE OFFICE, DES MOINES, March 10, 1887.

To the Honorable Board of Railroad Commissioners, Des Moines, Iowa:

GENTLEMEN—I herewith transmit to you statement of account of the State of Iowa against the Chicago, Burlington & Quincy Railroad Company, for overcharge on freight and penalty allowed by Section 13, chapter 77, laws of the Seventeenth General Assembly, for which I respectfully ask your endorsement. I herewith enclose the company's freight bills.

Yours respectfully,

(Signed)

WM. LARRABEE,  
Governor of Iowa.

STATE OF IOWA,  
EXECUTIVE OFFICE, DES MOINES, March 10, 1887.

CHICAGO, BURLINGTON & QUINCY RAILROAD CO., TO THE STATE OF IOWA, DR.

To overcharge on freight on 2,016 tons of coal hauled from Cleveland, Iowa, for the Institution of Feeble Minded Children at Glenwood, Iowa, from June 36th 1885, to February 23d, 1887, at 55 cents per ton \$ 1,108.80  
Penalty allowed by section 13, chapter 77, laws of the Seventeenth General Assembly ..... 2,217.60  
Total ..... \$ 3,326.40  
Reasonable attorney's fees and costs to be added. All rights to make additional claims are reserved.

(Signed)

WM. LARRABEE,  
Governor of Iowa.

STATE OF IOWA,  
EXECUTIVE DEPARTMENT,  
DES MOINES, March 20, 1887.

To the Honorable Board of Railroad Commissioners, Capitol:

DEAR SIRS—If any doubt exists in your minds as to the correctness of my statement that the Glenwood rate on coal charged by the Chicago, Burlington & Quincy Railroad Company is excessive, I would like to have a hearing before the Board upon the subject, and would have no objection to the presence of a representative of the railroad company for the purpose of discussing the matter with me.

As early attention as you can give to this will oblige me.

Yours truly,

(Signed)

WM. LARRABEE.

COAL TARIFFS SUGGESTED BY GOVERNOR LARRABEE.

| MILES.   | Missouri coal tariff. | Twenty-five per cent reduction from the Granger tariff. | Thirty per cent reduction from the Granger tariff. |
|----------|-----------------------|---|--|
| 10.....  | \$.55                 | \$.47   | \$.44  |
| 20.....  | .60                   | .54   | .50  |
| 30.....  | .65                   | .61   | .57  |
| 40.....  | .70                   | .675  | .63  |
| 50.....  | .75                   | .74   | .69  |
| 60.....  | .80                   | .81   | .76  |
| 70.....  | .85                   | .88   | .82  |
| 80.....  | .90                   | .95   | .88  |
| 90.....  | .95                   | 1.01  | .95  |
| 100..... | 1.00                  | 1.06  | 1.01   |
| 110..... | 1.10                  | 1.15  | 1.07   |
| 120..... | 1.15                  | 1.22  | 1.13   |
| 130..... | 1.20                  | 1.28  | 1.20   |
| 140..... | 1.25                  | 1.35  | 1.26   |
| 150..... | 1.30                  | 1.42  | 1.32   |
| 160..... | 1.35                  | 1.49  | 1.39   |
| 170..... | 1.40                  | 1.55  | 1.45   |
| 180..... | 1.45                  | 1.62  | 1.52   |
| 190..... | 1.50                  | 1.69  | 1.58   |
| 200..... | 1.55                  | 1.76  | 1.64   |
| 210..... | 1.60                  | 1.80  | 1.67   |
| 220..... | 1.65                  | 1.83  | 1.70   |
| 230..... | 1.70                  | 1.86  | 1.74   |
| 240..... | 1.75                  | 1.89  | 1.79   |
| 250..... | 1.80                  | 1.93  | 1.80   |
| 260..... | 1.85                  | 1.96  | 1.83   |
| 270..... | 1.90                  | 2.00  | 1.86   |
| 280..... | 1.95                  | 2.03  | 1.89   |
| 290..... | 2.00                  | 2.06  | 1.92   |
| 300..... | 2.05                  | 2.09  | 1.95   |

COAL TARIFF PROPOSED BY GOVERNOR LARRABEE, AS REASONABLE MAXIMUM RATES.

| MILES.   | Tariff. | MILES.   | Tariff. |
|----------|---------|----------|---------|
| 10.....  | \$.44   | 160..... | 1.39    |
| 20.....  | .50     | 170..... | 1.45    |
| 30.....  | .57     | 180..... | 1.52    |
| 40.....  | .63     | 190..... | 1.58    |
| 50.....  | .69     | 200..... | 1.64    |
| 60.....  | .76     | 210..... | 1.67    |
| 70.....  | .82     | 220..... | 1.70    |
| 80.....  | .88     | 230..... | 1.74    |
| 90.....  | .95     | 240..... | 1.77    |
| 100..... | 1.01    | 250..... | 1.80    |
| 110..... | 1.07    | 260..... | 1.83    |
| 120..... | 1.13    | 270..... | 1.86    |
| 130..... | 1.20    | 280..... | 1.89    |
| 140..... | 1.26    | 290..... | 1.92    |
| 150..... | 1.32    | 300..... | 1.95    |



MARCH 12, 1887.

T. J. POTTER, Esq., *Vice-President C. B. & Q. R. R. Co., Chicago, Ill.*

DEAR SIR—We are in receipt of a letter from President Perkins of the Chicago, Burlington and Quincy Railroad Company, dated February 22, 1887, asking us to re-open the case of the State of Iowa vs. Chicago, Burlington & Quincy Railroad Company, and we also inform you that Governor Larrabee has also asked a reconsideration of the case, urging and charging that the rate your company charges on coal from Lucas to Glenwood is exorbitant and unreasonable. He further states that he is informed that instead of lowering the rate at Glenwood, the rate to Council Bluffs has been advanced to \$1.98 per ton, the regular tariff rate. A copy of his letter is sent herewith, also some suggestions of the Governor with reference to the unreasonableness of the rate to Glenwood. He makes claim in behalf of the State against your company for the sum of three thousand three hundred and twenty-six dollars and forty cents (\$3,326.40) overcharges on coal to Glenwood, as set forth by a bill or itemized account, a copy of which is sent herewith. The Governor has stated as his opinion and claim that rates based upon a thirty per cent reduction from the Granger tariff of 1874 would be reasonable and remunerative. A table is submitted herewith, showing the changes in the coal tariff in Iowa, as proposed by Governor Larrabee. As the matters involved are of great importance to the public, as well as to the railroads in Iowa, your immediate attention is requested to the matter, and you are requested to name an early day when you or your representative will meet Governor Larrabee and the Commissioners at Des Moines, for the purpose of showing cause why the rate at Glenwood on coal shipped from Lucas to that point, as well as the coal tariff generally in Iowa should not be adjudged unreasonable and extortionate, and the same reduced to reasonable and just rates.

By order of the Board,

E. G. MORGAN, *Secretary.*

WILLIAM LARRABEE, GOVERNOR,

vs.

THE CHICAGO, BURLINGTON &amp; QUINCY RAILROAD CO. }

Notes taken at rehearing of case, April 9th, 1887.

Commissioner Dey:—The Governor starts out with the complaint that the rate to Glenwood is an unreasonable rate, and the discussion here at the last meeting was based mainly on the ground that it was an unreasonable rate, and the Governor introduced a good deal in the shape of argument and proof to show that the rate was unreasonable; then he filed with the Commissioners his view of what would be a reasonable rate. You have a copy of that, I think, Mr. Ripley. That is about the situation. We have a paper on file here from the Governor something like this: "March 10th, 1887. To the Honorable Board of Railroad Commissioners; Gentlemen—I herewith transmit to you the account of the State of Iowa against the Chicago,

Burlington & Quincy Railroad Company, for overcharges on freight and penalty allowed by section 13, chapter 77, of the laws of the Seventeenth General Assembly, for which I ask your endorsement. Herewith enclosed the company's freight bills." (Copy of freight bills) "Chicago, Burlington & Quincy Railroad Company to the State of Iowa, debtor. To overcharge on freight from Cleveland, Iowa, to Glenwood, June 30th, 1885, to February 7th, 1887, \$1108.80; penalty allowed, \$2217.60; total, \$3326.40; reasonable attorneys' fees and costs to be added. All rights and additional claims to be reserved."

I believe with what information we have that about states the position generally, and I suppose we want to confine ourselves mainly to whether this rate from Lucas to Glenwood is reasonable.

Governor Larrabee: That is the substance of my position.

Commissioner Dey: I do not see among the papers a list of what is a reasonable rate, but I think you have a copy of it.

Governor Larrabee: Has the Commission come to any conclusion as to what is a reasonable charge to that point?

Commissioner Dey: That is what we want to reach. We did not want to arrive at a conclusion until we heard some arguments on the other side. Your proposition is that a rate that would be a discount of about 30 per cent. from the granger tariff would be a reasonable rate.

Governor Larrabee: Yes, sir. Upon consideration I came to the conclusion as stated to you. I believe that the rate of one cent per ton per mile for a one hundred mile haul, decreased above that distance and increased below it would be a proper schedule.

Commissioner Dey: Governor, if you will have the kindness to state your reasons it might give an opportunity to open this case a little more clearly. I had trusted to the report rather than to my memory, and consequently did not take it down. That probably would not come very far from it, and I presume you could make a statement of the reasons that induced you to reach the rates you did, and give us a start in this case.

Governor Larrabee: As stated at the commencement, the very fact that this company established a rate to Council Bluffs twenty miles beyond, at fifty-five cents per ton less than the rate charged to Glenwood, convinced me that \$1.25 would be a sufficient rate to Glenwood, *prima facie* case.

I have always taken the position, as I think the Commissioners have held in the past, that a rate established at a competing point was *prima facie* proof of its being remunerative. I think I find that statement in your reports somewhere. I would prefer to hear what these gentlemen have to say.

I would like for them to show that it is not a unreasonable rate, then I am willing to answer. I would like to ask them some questions, and if desirable on the part of the Board, I would like to have these gentlemen put under oath, as I understand this Board has authority to require statements made under oath. As a witness or as to any statements I may make, I wish to do the same. I wish to introduce nobody else. I have no one to whom I can delegate my case.



Commissioner Dey: Do you wish to make any statements to the Board, Mr. Potter?

Mr. Potter: No, sir, Mr. Ripley will do that.

MR. E. P. RIPLEY, sworn on the part of the railroad company, makes the following statement:

Mr. Chairman: We have had in times past, not only in this room, but in a great many other places, various discussions as to what constitutes a reasonable rate. The question has been asked a great many times. I do not know that it has ever been answered satisfactorily. I think from the nature of things it is a question that cannot be answered. There is no answer to such a question, any more than there is an answer to the question as to what is a reasonable price of a brick house. My mind instantly reverts when I am asked a question of that kind, to a comparison between that brick house and other brick houses, and the only manner in which I can arrive at any judgment—the way in which we ought to form our judgment as to what is reasonable, whether as to the rate or as to the value of any commodity, is by comparison with others.

The result is that what is a reasonable rate in the minds of all of us is what is by common consent fixed as the price of the commodity. The Governor has claimed that the rates we are charging are unreasonable; that is to say, they are unreasonably high.

He makes suggestions in his letter, the most practical and forcible probably, of what is reasonable and what is unreasonable.

He suggests that we compare the rates we are charging with the rates charged on other roads in the state, and upon roads outside of the state. That comparison we are entirely willing to stand by, and it is substantially as follows, taking the states that are nearest to Iowa. The rate for 130 miles which is the distance in question, the rate per ton of 2000 pounds, is in Iowa \$1.80.

That is the rate on all lines in Iowa, with a few trifling exceptions. There are some roads in the state so situated that they are obliged to charge a trifle less, and some to charge more.

On all the trunk lines in the state the rate is precisely the same. Rate in Iowa, \$1.80. The rate in Missouri is fixed by statute at \$2.25; as fixed by the Commissioners, \$1.20. In Illinois as fixed by the Commissioners, \$1.56. In Wisconsin, \$3.60. In Michigan, on the Michigan Central, \$2.80. In Ohio, on the Ft. Wayne & Chicago road, \$2.45.

I am sorry that the time I have been able to devote to this has not enabled me to make more extended comparisons in the middle States, but this has been an exceedingly busy time with all of us, and it has been difficult to devote the necessary time ourselves, and get the other people to devote the necessary time to look up these questions.

Substantially it may be said that the states of Iowa, Illinois and Missouri have lower rates on coal than any of the states around them, and what is still more singular, the states of Iowa, Illinois and Missouri producing as they do a great deal of coal and using comparatively little, have lower rates on coal than any states in the Union. It is true that the Commissioners'

tariff in Illinois is lower by ten to fifteen per cent than the tariff in Iowa. There are perhaps some reasons for that in the much greater amount of coal that is consumed in Illinois as compared with Iowa, but the real reason for the existence of that rate in Illinois is the existence of the present rate in Iowa. I am thoroughly familiar with the history of what led to the adoption of the present rates in the State of Illinois. I recollect the claim made by the Commissioners at that time, at the time the rates were reduced as they were from \$1.98 to \$1.56, that Iowa had, and had had for a number of years a very much lower rate than they had, and that it was unreasonable, because in Iowa they consumed very much less coal, and Illinois ought to have a lower rate than Iowa, and as Iowa had had the advantage of Illinois for years, they were going to let Illinois have the advantage of Iowa.

Governor Larrabee: When you speak of rates in Illinois, do you mean Commissioners' rates?

Mr. Ripley: The rates established by the Commissioners and charged by the railroad companies.

Governor Larrabee: Are they the same?

Mr. Ripley: Substantially.

Governor Larrabee: In what respects are they not?

Mr. Ripley: In all respects the same, except that under certain conditions the railroads are obliged to accept less.

Governor Larrabee: Then you claim that the railroads in Illinois are, as a rule, charging Commissioners' rates?

Mr. Ripley: Most certainly I do. I will say in this connection — take notable points in the case of Chicago and St. Louis — that the roads running into those cities are unable to obtain Commissioners' rates. It so happens that Streator coal is better for steam than — coal, and can be mined a trifle cheaper, so it is at times possible for Streator coal to be put in opposition to — coal, one hauled one hundred miles and the other fifty. For that reason the roads bring Streator coal in competition with — coal. There are exceptions in that case in the roads east of St. Louis.

Governor Larrabee: Are you charging Commissioners' rates in Illinois in every case?

Mr. Ripley: No, sir.

Governor Larrabee: Are you in a single case?

Mr. Ripley: Yes, sir, we are charging Commissioners' rates on two-thirds to three-fourths of our business.

Governor Larrabee: Are the roads generally charging Commissioners' rates on two-thirds to three-fourths of their business?

Mr. Ripley: I think so.

Governor Larrabee: You do not know it?

Mr. Ripley: I have only a general knowledge of what other roads are doing. I express my opinion.

Governor Larrabee: One question more: Where full rates are charged as you say on probably two-thirds or three-fourths of their business, are rebates not allowed?



Mr. Ripley: When I say full rates are charged, I mean they are charged and retained.

Commissioner Dey: I wish you would repeat that answer.

Mr. Ripley: When I speak of cases where full rates are charged, I mean full rates are collected and retained. When you talk about full rates being charged and rebates being paid back, that is equivalent to an evasion.

In the State of Missouri the same reasons actuated the Commissioners in reducing their rates, except that they had the added example of Illinois. Their rate was \$2.25 for this distance, and the Commissioners ordered a reduction of about fifty per cent., which the roads have not in the main complied with. The rates in Missouri in the main have not been complied with.

Governor Larrabee: At what time was that rate charged?

Mr. Ripley: In 1884, I think. I have not the exact date. The reason alleged to me at time in conversation by the Commissioners, or by the single commissioner who was responsible for the reduction, was the same that was alleged by the Illinois Commissioners, that the States of Iowa and Illinois had lower rates than Missouri, and Missouri was going to take advantage of it.

Governor Larrabee: That was the chief reason, was it?

Mr. Ripley: That was one of the reasons alleged to me by the Commissioners. I think in the case of Illinois it was the chief and only reason. In the case of Missouri there may have been other reasons that entered into it. That was alleged to me in both cases as being one of the reasons that entered into the making of the rates. As I have already stated, the rates in all the other cases with the exception of Iowa, Illinois and Missouri, as compared with those States, are from fifty to seventy-five per cent. higher. I think that is universal throughout the United States. We have less information on that subject, except in the State of Massachusetts, than we desire. The State of Massachusetts is almost the only one east of us that has formulated its railroad decisions, and that has dealt with these questions at any length. You are probably more or less familiar with the Board of Railroad Commissioners of the State of Massachusetts. They have made a national reputation, and I think it is conceded that they have been of great benefit to the people and the railroads. They have been reasonable in their decisions, and have been highly successful. Their entire reports, as you will find, have gone into the question of reasonable rates at great length, and they have been pretty discursive on the question of coal rates.

There have been in that State a great many complaints as to coal rates. The roads have in many cases ordered reductions, and have quoted pretty fully the idea of what reasonable rates on coal are. It is unnecessary for me to call your attention, perhaps, to the character of the business that is done in the State of Massachusetts. You know that traveling over the State you see in every village the tall chimney and steam pipe that makes a great consumption of coal. I presume it would not be difficult for me to name at least a half dozen towns in the State of Massachusetts that will each consume more coal in a year than is used on the entire division in Iowa of the Chicago, Burlington & Quincy road. The fact is, the rates in Massa-

chusetts, where the population is ten times as dense, perhaps, as it is in Iowa, where the coal consuming interests are as thickly scattered as they are anywhere in the world, perhaps, the fact is that the rates on coal in that State are from fifteen to twenty-five per cent higher than they are in Iowa. It is furthermore the case, as you all realize, that the State depends almost wholly on its manufactories. The most important item to them in manufacturing is the question of coal, and their fuel is not only charged for at higher rates in that State than we are charged in Iowa, but it has already paid a freight charge before it reached the border of the State. All the coal they consume is taxed on certain freight charges before it reaches their borders, and they tax a higher rate than we charge here to take it to their borders. I have only shown the Massachusetts reports, and have instances of the difference in the rates. I mention those as briefly as I can, because the fact is sufficiently decided by the reports themselves, which you can easily see.

Page 209, Massachusetts Railroad Commissioners' Report for 1881, we find a case of complaint made by some of the manufacturers of ——— and Gilbert, Mass., that the rate charged to Gilbertville, 12 miles, is \$1 a ton. There were 9,700 tons used for that little town, more than is used at any station on our Iowa division, with the possible exception of Council Bluffs. The Board recommended a reduction in that case of 15 per cent, which fixes the rate at 85 cents.

On page 210 of the same report it is shown a rate of fifteen miles runs from 65 to 80 cents per ton; this being gross tons, a discount of ten per cent should be made. On page 33 of the report for 1883, we find the rate for 44 and 50 miles to be 90 cents. Page 134, same report, the rates on coal for 50 miles distance are \$1.20 to \$1.40; \$1.05 to \$1.25 per net ton. The Massachusetts report in this case finds that the rates are reasonable. The Iowa rate for the same distance is 99 cents. Report '82, page 185, rate from Boston to Lowell is 85 cents. Amount of coal carried annually, 120,000 tons, 26 miles. That rate was reasonable. The petitioners desired in that case to have it made 65 cents. The Commissioners declined to reduce it from 85 cents. Iowa rate is 81 cents, or 4 cents less for the same distance. I have reduced that to net tons; that is anthracite coal. Report 86, page 119; rate was 80 cents per ton. Commissioners recommended that it be reduced to 60 cents. Iowa rate is 63 cents. Same report, 122, shows rate for 59 miles to be \$1.35. Iowa rate for same distance, \$1.05; 141 miles, which comes nearer the miles we are discussing, the rate is \$2.02 per ton. Iowa rate for same distance, \$1.08 (?).

These rates are quoted as being reasonable rates. The question has been raised as to what kind of coal it is. It is anthracite coal. It is worth two or three times as much as Iowa coal, and of course this is an excuse for charging a higher rate.

In a coal haul in Massachusetts, with precisely the same kind of coal there is in Iowa, the State of Massachusetts should have its coal hauled for at least one-third that the State of Iowa pays.



There is so much difference in the consumption that a rate in Iowa that is three times as high as the rate in Massachusetts, would be a reasonable proportion in consideration of all the circumstances.

The points made by Governor Larrabee in his letter to which you referred, is that because we had accepted \$1.25 to Council Bluffs it is reasonable to suppose that rate is remunerative.

It is perhaps reasonable to suppose that that this rate is remunerative under the circumstances. That is to say, we had better accept \$1.25 than to accept nothing. We consider that it is our duty to our employers, the stockholders, to take any business which pays any margin over their operating expenses, rather than not take it. The fact that competition obliges us to accept that rate at that point should not be taken as evidence that it is a rate that would enable us to carry on our obligations and pay our interest, if applied to the whole length of the line. As a matter of fact we do not know what it costs us to do this business.

We can figure up at the end of the year that we have carried a certain number of tons, and spent a certain amount of money, and that a certain portion of that amount is chargeable to the freight, and by dividing one result by the other you can arrive approximately at what it costs us. It is a variable quantity. It would have been much less if we had a larger tonnage and much more if we had a smaller tonnage. So when we say we will accept under duress, because we cannot help it, \$1.25 a ton from Cleveland to Council Bluffs, we do it in the belief that it pays something over operating expenses, but not in the belief that it would be a fair basis on which to do all our business. We do not consider that in taking it we do anybody an injustice. If there was no railroad to Glenwood or Council Bluffs, Council Bluffs would get coal at lower rates than Glenwood, from natural location.

Governor Larrabee: How would it be if there was no river at Council Bluffs?

Mr. Ripley: If there was no river and no railroads, it would increase the rates.

Governor Larrabee: Is that your lowest rate to Council Bluffs, \$1.25 per ton?

Mr. Ripley: That is the lowest rate we have charged an inhabitant of Iowa. We have hauled for the Missouri and Union Pacific railroads large quantities at a lower rate.

Governor Larrabee: Are not the people of Iowa entitled to as favorable consideration as anyone else?

Mr. Ripley: If you will allow me, I will come to that question a little later on.

Governor Larrabee: Out of this \$1.25 rate do you not allow a rebate in some instances?

Mr. Ripley: I do not think it has been done in any instance. I think that is the lowest rate to Council Bluffs.

Governor Larrabee: Do you know there have been no rebates?

Mr. Ripley: There possibly may have been. My impression is there has not been.

The second point is that the Rock Island road once, according to the statement made in one of your reports, made in 1884 a rate of one dollar per ton for 166 miles to Council Bluffs.

In the contract with the Union Pacific, the Governor quotes the Commissioners as saying that this rate was profitable. I little doubt that under the circumstances it was profitable. It was probably better to do business that way than not to do it. Those arrangements accomplished two objects; they enabled the mines on our roads to mine coal cheaper and sell it cheaper to the people of Iowa. If coal is to be sold to the Union Pacific at all, it is necessary for the Iowa roads to carry it low, because the Union Pacific owns its own mines in Wyoming and Colorado. It is only at an exceedingly small profit they can accept that rate at all. It is only a question whether your Honorable Board is prepared to say to the railroads that if they do that business for foreign corporations, they must do all their other business on the same basis. The Governor says that the rate per ton per mile in 1885 is given in your report for all kinds of freight hauled on Granger roads as a cent and a quarter per ton per mile, and coal being the cheapest commodity should be hauled at the lowest rate. That is a proposition we desire to controvert, and I hope we shall not only be able to convince the Board, but the Governor himself. We are as anxious to convince the prosecuting attorney as we are the jury. I think there is not much difficulty on this point in doing that. The rate per ton per mile which he speaks of is made up by all the tonnage carried in the State of Iowa. It includes not only what is moved locally, but what is moved across the State. It includes the products of this empire west of the Missouri River, of which the proportion left for Iowa is comparatively small. The same thing applies to Illinois. I frequently had that charge to combat in the State of Illinois. They said your average earnings within the State are only so much per mile, consequently you should not charge the people of Illinois any more per mile than that.

If the railroads in Illinois should insist on charging the same rate through Illinois on Iowa products as they charge on Illinois products, the State of Iowa would be shut out. If the State of Iowa, or the States of Iowa and Illinois combined should insist on charging the Nebraska and Colorado producers the same rate as is charged on Iowa products, those States would be shut out. It is a very narrow policy to take the ground that the corporations running through the State should charge the same rate on local as on through business. It is something that if carried out would ruin the commerce of the country. It is very much the same way with the State of Delaware or New Jersey exacting a tax from persons that pass over the Camden & Hannibal Railroad.

In this connection, I think perhaps it may be well to give some idea of the relative earnings of our road in the State of Iowa.

Governor Larrabee: Before you leave that point, I think your road is below the average in rates, is it not? Why do you quote \$1.25 as an average of the Granger rates? Yours in 1884 is quoted as 93 cents per ton per mile.

Mr. Ripley: Yes, sir.



Governor Larrabee: What have been your rates since then?

Mr. Ripley: Our rate last year was a little over 91 cents. This \$1.25 was taken from your report. As a matter of fact, the average earnings are considerable less than that. Because it is well understood that on the business gathered up in Nebraska, the roads in Iowa and Illinois are obliged to accept that rate.

Governor Larrabee: This includes all classes of freight?

Mr. Ripley: Yes, sir.

Governor Larrabee: First class, second class, third class, fourth class, fifth class and double first class?

Mr. Ripley: All classes. Double first class amounts to only \$500 a year. It does not cut any figure. There are some things that we should not carry at all. In this connection, I think it would be well to correct a prevailing impression of the business of this State; the value of the business of this State as compared with the total earnings of the roads. In the first place, few strangers would think that the business of Iowa is less valuable to the railroads of Iowa than it was twenty years ago, less valuable than it was ten years ago. But there is actually less tonnage hauled and less earned on the tonnage of Iowa on the rates I have mentioned, than there was then. At first that seems like a singular statement. A person traveling through the State, seeing the increased population, the growth of the towns and of industries, would think the business would increase, but as a matter of fact it has decreased. The reason for it is of course that when the State was first settled, farming was the only industry. Everything that the farmer produced was exported in its raw and most bulky state. Everything that he consumed was imported.

His grain was shipped to Chicago or east, and was shipped back in the shape of starch or whiskey, as the case may be. He had very little live stock. What he had was exported and came back in the shape of pork or beef. That is all changed. A large portion of the products are consumed in the State by the increased population, and another large proportion is condensed into such shapes that it pays railroads from 35 to 55 per cent less than if taken out in the raw state. In order to see just how severely the people of Iowa are being taxed, I will read you a few figures.

The total earnings of the Chicago, Burlington & Quincy Railroad Company in 1886 were \$26,723,408. The earnings on Iowa business, that is, business originating at or destined to points in the State, what I mean by that is, State business originating at one point in the State and going to another point in the State, or destined to a point outside the State, or originating at a point outside the State and destined to a point within the State—business having one or both ends in the State—the earnings on that business were \$2,233,000, less than twelve per cent. of the total.

Governor Larrabee: Upon how many miles?

Mr. Ripley: About 1,100 miles,—all the road we had in Iowa. A purely local business contributed \$766,000, or about four per cent. of the total earnings. The Iowa earnings on soft coal mined in Iowa were \$450,000. The earnings on coal shipped locally within the State and mined in the State and

shipped out, were \$450,000, of which Iowa paid,—that is, local business, mined in Iowa and shipped to points within the State, \$162,000—the total tonnage was 90,000—the total consumed in Iowa last year. It paid us \$162,000.

Commissioner Dey: Ninety thousand was the total tonnage among them?

Mr. Ripley: Yes, and paid \$162,000.

Governor Larrabee: How much is that per ton?

Mr. Blythe: One dollar and eighty cents a ton.

Governor Larrabee: You got the full rate on that?

Mr. Ripley: Some of it was moved long distances. That, of course, is what it averages. A good deal paid \$2.50. Some of it paid a dollar. It is claimed that no reduction has been made in Iowa local rates in the last ten years. I suppose that claim was made with the idea I have just tried to combat, viz: that the business of the State has in the meantime increased. As a matter of fact it has decreased, and I therefore can see no reason why the fact that the rates have not been reduced in the last ten years cuts any figure. I do not suppose that it is the theory that our rates are to be cut down or reduced without regard to the circumstances, or without regard to the justness of the matter. We have a bad future before us, if it is understood that a reduction is to take place without regard to circumstances. I think I can prove satisfactorily that we can less afford to take local rates in the State of Iowa now than we could ten years ago. Therefore the fact that they have not been reduced is hardly an argument for reducing them now. I am not at all sure that it would not be a good argument for advancing them. And if the rate should be reduced on anything, the reduction certainly should not commence with coal, which is certainly carried cheaper than anything else in the State, and as I have shown, cheaper than in any other State in the country, except the two States which affect their rates because of the lower rates you had here. I am pretty anxious in regard to the decision you may make here in this matter, for the very reason I have just quoted. I think perhaps it is well for us to be frank about it. The governor of Missouri has called a special session of the legislature to meet next May, and to deal especially with railroad matters. If you should decide here that it is proper to reduce the coal rates in Iowa, that would be taken presumably as *prima facie* evidence that the rates had begun already to be reduced in Missouri. As I have already stated, we have suffered a reduction in Illinois and Missouri, because of the rates in this State. We have not suffered it in Missouri, because we have not complied with the recommendation of the Commissioners, and I believe it would be ruinous to do so. But if you believe that there is any reasonable ground for reducing the rates here, I will not deny that it will threaten us some in the other States, because the reputation of the Iowa Commissioners is such that they carry a great deal of weight elsewhere. I do not mean by that to flatter the present court, but I know of no court in the country, outside of the Massachusetts Commission, that have been so universally respected both by the people and the railroads.



Governor Larrabee: How much above Missouri rates are you charging in Missouri?

Mr. Ripley: We are charging the legal rates; the rate fixed by the Legislature, which is very much higher, almost twice as high.

Governor Larrabee: You are charging nearly twice the Commissioners' recommendations as a rule?

Mr. Ripley: Yes, sir.

Governor WILLIAM LARRABEE made the following statement:

In reply to Mr. Ripley I am at a disadvantage, from the fact that he is an expert. He does nothing but study these cases, while I am a novice. It would be natural to suppose in his selecting these cases for illustration, that he would select those which would most favor his side of the case. He would not be occupying the place he is occupying, did he make any other rule his rule of action.

We have thirty-eight States in the Union, and he has selected three to illustrate and to show you that the rates in Iowa are reasonable, by comparison with those States. Of course I am not familiar with what rates are charged throughout the country generally, and have not had time to look them up, but of course I will have to commence where he commenced. I will take Massachusetts and Illinois. While I have no personal information, I have not gone outside of your office to gather what I will present to you.

So far as Massachusetts rates are concerned, I find here reported a comparison with the Missouri and Massachusetts rates. These are familiar to Mr. Ripley, because I find a letter from him in relation to it; and I would express my own feeling entirely when I repeat the language of the Missouri Commissioners.

Since hearing his argument I am more thoroughly convinced of the correctness of my position that the Glenwood rate is unreasonable. Mr. Pratt, chairman of the Commission of Missouri, says:

"As to Illinois, I do not suppose that a single road in that State is getting Commissioners' rates on coal for any haul, long or short. One of your best paying roads is now hauling it at a quarter of a cent per ton per mile. In Missouri, every one of our roads doing any considerable coal traffic, had been hauling coal for months before the issuance of our order herein referred to, at lower rates than are therein specified; and especially is that true of the lines from which the complaints came up to us, that induced the investigations that resulted in the order. \* \* \*

—Report of 1885, page 58.

Moreover, the coal is anthracite, worth three times as much as the Iowa coal. When we take the expense of roads in Massachusetts as compared with our roads, their grades are heavier, their fuel costs much more, and they are much more expensive to operate. It seems to me the comparison is in favor of a much lower rate in Iowa than is asked for.

Coming to Illinois, so far as the Commissioners' rates are concerned, there, of course, I have no personal knowledge. I find that Mr. Pratt says, and I will state here that what I find here has been confirmed by other inquiries made personally. He says: "As to Illinois, I do not suppose that a single road in the State is getting Commissioners' rates. \* \* \*"

In relation to the date as named by Mr. Ripley, I think the rate was established in 1885 by the Missouri Commissioners, instead of 1884.

So far as to the rates in Missouri agreeing with the present Commissioners' rates, I find a reference here. I find on page 40 of this report, which is the Missouri Commissioners' report for 1885, a rate here referred to. Mr. Henry Macy: "I do not expect railroads to work for nothing, but when Mr. Gould can carry coal and have to pay bridge toll over Missouri river coming from Camden, and hauls coal from Rich Hill, eighty or ninety miles, for 62½ cents per ton (which is the rate a Rich Hill coal dealer offered to guarantee to a purchaser in Kansas City), I do think 75 cents per ton the year round is a fair price." This is the report of the Commissioners themselves to the Governor of the State: "Soon after the close of the year (1885) several of the leading companies notified us of their compliance with the requirements of our order of July 27th, fixing a maximum rate on soft coal, etc., and so far as we are advised, all the companies are now substantially complying with it. The rates therein established were decided upon by the Commissioners as being, in their judgment, equitable maximum rates, on the articles therein mentioned. Any company may charge less, but it must charge all alike." On page 62 of the same report I find these same persons to have put in claims for overcharges on coal. On the 22d day of December Mr. Macy writes us that Lemist had been at Kansas City and had offered Hartman \$1,000, Mason and Seawell \$750 each, and Miller \$500 in settlement of their claims for damages on account of discriminations, etc. Macy offered to refer his claim to us, which Lemist declined. Macy finally agreed to accept \$1,500, and Lemist left to report to his superior officer, promising to inform them of the result in five or six days.

On the 2d of January, 1886, Mr. Seawell writes us that Lemist had accepted their propositions and settled their claims for discriminations, etc., in the past, but refused to give them our rates for the future, saying that "the railroad company never had paid any attention to the Commissioner's rates, and never would." This letter was received January 5th, and on the same day we wrote to W. H. Newman, General Traffic Manager Missouri Pacific Railway Company, repeating to him the language used by H. T. Lemist in respect to Commissioner's rates, and asking him, "will you please inform us whether the position taken by Mr. Lemist in this matter is sustained by your company?" Mr. Newman answers on the 9th, enclosing a letter from Mr. Lemist (who claims that his language was misconstrued), and closing his letter as follows: "As to the position of this company, I will state that it has been the policy of the company heretofore, to put in effect and enforce as nearly as we can, the rates issued by the Commissioners; and I beg to assure you that we will in the future endeavor, as heretofore, to comply, as nearly as we can, with the rulings made by them." This



letter was received on the 11th, and on the same day we write again to Mr. Newman, enclosing a copy of our order of July 27, 1885, and asking him to point out what there is in that order which he cannot put in effect. To this he replied on the 21st, promising to look into it, but we heard no more from him on the subject. However, subsequent to our Lexington investigation of February 11, 12 and 24, the Missouri Pacific Company issued a supplemental tariff to take effect April 1, 1886, adopting the precise tariff specified in our order of July 27, 1885, on part of the articles therein designated, viz.: on soft coal, cord wood, common brick, clay, sand and rough stone." That company intelligently tried to comply. I regret that Mr. Ripley does not see fit to do the same. Here is a letter from Mr. Pratt, Chairman of the Missouri Railroad Commission: "Dear Sir: Your favor at hand. Copy of Report of the Missouri Railroad Commissioners for 1885 is mailed you herewith. Several principal railroads, notably the Chicago & Alton, Missouri Pacific and Wabash, have adopted the Commissioners' coal tariff, which took effect September 30, 1885. The Missouri Pacific makes a rate of 70 cents per ton for a fifty mile haul. We have no complaint to make on freight charge, etc."

That is in reference to Massachusetts and Missouri, and in relation to the Illinois rates, as you will see by Mr. Pratt's statement. While one road hauls at the rate of twenty-five hundredths of a cent per mile, and his statement that there is not a road in the State that charges Commissioners' rates, which I presume is substantially correct, and it reminds me very much of the manner in which many business men carry on their business. They have an established price list and deduct or add a per cent. A bill was presented to me for approval a few days since by the custodian. He purchased a bill of feather dusters from a Chicago house at \$40 a dozen. It looked to me like an enormous price. I looked down further and found there a discount of 80 per cent.

I mistrust that the Illinois commission rates are like those of the duster dealer. It is a good deal like an 80 per cent. discount. I do not feel that it is my duty to the commissioners to show you that this rate is an unreasonable one. It is not my duty to show it to you. It is your duty to ascertain for yourselves. This tribunal is not like a court of the State. It is the duty of a court to hear a case and make its decision from the testimony presented. That is not your duty at all. The law provides that you shall inquire for yourselves, and ascertain whether railroad companies are violating the law or not; I hope you will be patient with me, because I am so completely out of health, and have been for a few days, that I can not be as rapid in my work as I would be were I in my usual condition. This law, you will remember, is what was called the Granger law. It has often been stated that the Granger law was repealed at the request of the people of the State. Especially in railroad circles that has been the common report. That is not true. It was not repealed at the great demand of the people of the State. The people generally did not make any such demand. The fact is it was well understood that the law was a little crude in some respects, and possibly worked some injustice. That law never did meet my entire approval. I was

heartily in favor of its repeal. I know that some other persons in the State were of the same opinion. The most of the people were opposed to the repeal of the statute. I took an active part in trying to repeal that statute and to enact this statute. I had an active helper in Mr. Potter. He worked on the outside while I was on the inside. For many years the "Q" company was one of the most popular roads in the State. Of late years, I am sorry to say that this is not the case, and I attribute it to Mr. Potter's not giving it his personal attention, as he used to, because he is bound to be a popular man wherever and with whomever he comes in contact, because he intends to be just, honest and fair in all his dealings, I think. I told him yesterday I thought he was neglecting Iowa.

In enacting the present law, I believed at the time if enacted, it would prove a good law. The bill, before it was introduced, was placed in my hands, and I was asked to make such amendments as I saw fit.

I did so, and was thoroughly convinced that if this law was enacted and lived up to, the people of the State would have no reason to complain. I believe there is ample law if lived up to. *Unless it is complied with better than it has been in the last few years, I am sorry to say I believe this Commission will have to go. It has not secured the confidence of the people.* I say this with all respect to the Commission. *We all recognize how easy it is to let things drift.*

Section 3 says: "The Commissioners shall have general supervision of all railroads in the State operated by steam, and shall inquire into any neglect or violation of the laws of this State by any corporation doing business in this State, and shall also from time to time carefully examine and inspect bridges, etc."

Now then, section 11 of this act provides that "no railroad corporation shall charge, demand or receive from any person, company or corporation, for the transportation of freight, a greater sum than it shall at the same time charge, demand or receive from any other person, company or corporation from the same place and under like conditions and similar circumstances."

Section 13 says: "Any railroad corporation which shall violate any of the provisions of this act shall forfeit \* \* \* \* \*

Those sections are quite plain in their meaning, and had they been complied with by this company, I should not be here to-day.

I would like to ask Mr. Dey if any penalties have ever been inflicted or collected, or imposed on any railway company in the State for violating the provisions of these sections?

Commissioner Dey: No, sir.

Governor Larrabee: Has any violation of sections 11 or 12 ever been passed upon by this Commission. That is, for overcharge, discrimination?

Commissioner Dey: No, sir, there has not.

Governor Larrabee: Then, in fact, sections 11, 12 and 13 have never been of any service to us, according to that?

Commissioner Dey: Not so far as penalties are concerned.

Governor Larrabee: I believe it is an excellent law, if we can only compel railroad companies to conform to it, and I am sure it is for their interest



to conform to it, because no person, and much more, no corporation, can afford not to conform to the law.

It is not for them to say whether the law is just or not. They have their remedies before the courts. It is always proper for them to go before the courts. It is not advisable for them to rebel against the law.

As a rule corporations have so many privileges granted to them, and have so many unusual powers conferred on them, that in the nature of their business it is always better for corporations to concede a little, than to rebel against the law. I am in favor of corporations; they are among the most useful agents of civilization.

It is entirely proper that they should be under strict regulations. So far as the duties of the Commissioners are concerned, I will make a few references, but I think the Commissioners must agree with me that they cannot afford to shut their eyes to the constant violations of our law on the part of railway companies, because they are powerful, because they have great capital and large incomes at their command. The Commissioners should remember that it is their duty to be all the more vigilant. Several of these corporations doing business in the State have an income of over twenty-five millions of dollars a year. We have to conduct our whole State machinery on about a million and a half.

We have for the State as legal counsel one man, and the Governor has a thousand dollars a year to pay legal expenses. If the sum was not so small as that, you would not find me here pleading this case before the Commission. These gentlemen here representing the railroad company have much better compensation than we, and I am glad that they have.

I say to the Commissioners, it is my opinion you should look after these matters. You should know whether railroad companies are violating these sections of our statutes in relation to overcharges and discriminations. You should not wait to have the complaints brought before you. I want you to look for testimony yourselves, and ascertain whether my position is not correct, and I have no doubt you will find better testimony than I can afford you.

On page 154 of their report for 1880, the Commissioners say: "It suffices if the grievance be real and a remedy be sought, and all that is needed to secure a hearing is that the complaint shall set forth the facts of the grievance with such plainness as cannot well be misunderstood by the Board."

I considered when I presented this matter here, all that was necessary for me to do was to call your attention to it in the simplest manner. On page 155 of the same report they say: "The Commissioners have heard that that some persons are restrained from making complaint by a fear that the railway companies complained of would in some way or other revenge themselves upon the complainants."

I have found during the last few months that many persons have not made complaints, for fear they would not receive proper attention and get a just decision.

I believed I would get proper consideration, and that I would get a just decision from this Board, and I believe so yet, but you can readily see that

a great many people get wrong impressions, and on that account they refuse to make their applications, and on that account it seems to me it is more especially the duty of the Commissioners to watch the grievances and look up these violations of the law, without waiting for complaints to be made.

In your report for 1878, on page 10, in referring to duties of the Commissioners you say: "The Commissioners shall have the general supervision of all the railroads in the State operated by steam. The words, 'general supervision' are words of the widest signification. They are entirely inconsistent with a crippled or limited power. Then it is provided that the Commissioners shall inquire into any neglect or violation of the laws of this State by any a railroad corporation doing business therein, or by the officers, agents or employes; all of which requirements are, to our minds, only consistent with untrammelled liberty of inquiry, investigation and research."

"We are, therefore, of the opinion that the proposition that the jurisdiction of the Board of Railroad Commissioners can only be invoked in the manner prescribed in section 15 is untenable."

The opinion of the Commissioners is exactly my own in that case, and I hope they hold to the opinion still. They say further, down on the same page, "the Commissioners having general supervision of all the railroads in the State, and being charged with the duties of inquiring into any neglect or violation of the laws of this State by railroads, and being required to exercise their judgment as to whether the railroads are complying in every respect and particular with the terms of their charters or the laws of the State, there seems to us to be no limit to the extent and character of their inquiries, except such limits as are found in the exercise of a sound discretion, and judgment, and a constant recollection that we are to study and promote the security, convenience and accommodation of the public; which public is only an aggregation of private persons, and in this view a grievance to the humblest citizen, unless exceptional, becomes a public grievance."

In your report for 1879, page 8, you said: "The rapidly increasing commerce of Iowa demands every practicable agency for transportation and exchange and any attempt by discrimination to unjustly or oppressively interfere with or prevent the products of the State from seeking any market desired, or in any improper way to divert, limit or repress the business of exchanges will arouse the indignation of the people \* \* \* \* and will command the prompt action of the Commissioners whenever their attention is called to it in the manner contemplated by law." I wish they had left the "calling attention to it" out of that.

In the report of 1883, on pages 44 and 45, you say: "The Iowa Commissioner law contemplates for the transportation of persons and property reasonable rates, and expressly says that unreasonable rates shall not be charged. The determination of what is reasonable is not in its nature a legislative, but a judicial act, to be reached by careful and patient investigation. The railway manager has the best means of knowing what is reasonable, and ought, when called upon, to be able to give satisfactory reasons for the rate he makes. It is difficult to give a general answer that will cover all cases of what should be reasonable charges for transportation.



A main line of road whose business is large, whose grades are easy, and is equipped with all the conveniences and facilities for handling the traffic offered, can do its work cheaper there than it can on a branch line where there is little to do, and whose operating expenses can hardly be earned; but, as we understand, this furnishes no reason for extortionate, or even paying, rates on the branch line. It is proper that the main line should contribute to the expense of operating the non-paying branch as it is from the contributions furnished by these branches that the grand aggregate is made, that makes the main line profitable. The cost of doing the work on the branch line obviously should not fix the rate, because it would work hardship on those compelled to do business with it, and public policy seems to require that, as far as practicable, all parts of the country should get as nearly uniform rates as circumstances will admit.

"To determine when the railways are receiving more than reasonable compensation, and prescribe the remedy, is one of the judicial functions of the Board. This should be exercised by examining into every case presented, and hearing patiently the reasons offered for the rates made. To reach conclusions by the application of a general principle, that in itself may be plausible and sometimes work well, will often produce more harm than benefit. Railway management has made great progress in its efforts to solve the various problems that have been presented, but there is still much to be learned. Close study of the particular cases presented, with an earnest effort to arrive at conclusions that will do justice to all parties, is expected of those to whom the State has delegated the authority to determine whether rates are reasonable."

In Mr. Ripley's statement he carries the idea that it is impossible to state what is a reasonable charge. He refers to a brick house. I see no trouble in making a reasonable estimate of the brick house or the value of the brick house in any case whatever, and I see no more trouble in estimating what is a reasonable rate of transportation by rail than I do in ascertaining what is a reasonable rate for transportation by wagon or on the back of a mule, as practiced on the frontier. It is no use in permitting ourselves to be mystified by having the idea prevail that this is so complex a matter that a reasonable man cannot comprehend it. I know many of these railroad managers, and I know when they had to get their living on the prairies they did not show any more remarkable ability than many of our grangers. I do not want you to permit your minds to be surrounded by any mist or fog of that kind, because this question is just as simple as transportation by wagon or stage coach, or the transportation of our mails. You can just as readily estimate a reasonable price for the transportation of coal from one point to another, as you can estimate with the farmer the proper rate for raising an acre of grain or a field of wheat. In fact, there are more elements of uncertainty entering into those cases. The farmer has to take into account many elements that the railroad man does not. I want you to brush away that idea entirely from your minds. In your report for 1885, on page 36, you said, in relation to the duties of Railroad Commissioners: "They are to have general supervision of all railroads in the State operated by steam, so

far as the public safety and convenience is concerned. To this end they are to inquire into any neglect and violation of the laws by railroad companies or their employes, to inform themselves of the condition of the lines, their equipment and the manner of their conduct and management \* \* \* They may call the attention of the companies to any violation of the law or of their charter obligations."

Further down on the bottom of the page you said: "Railroad companies are required to furnish suitable cars for the transportation of freight to all persons applying; to transport the same with reasonable dispatch; to provide and keep suitable facilities for handling and forwarding freight; to receive the empty or loaded cars of any connecting road, and to return the same, and to charge no more for doing so than other connecting roads are charged; to charge, demand, or receive no greater sum from any person, company or corporation than is charged others for a like service from the same place, or upon like condition and under similar circumstances."

That fits the Glenwood case exactly. This company has charged a greater sum from the same place, and according to the decision you have already made February 10th, upon like conditions and under similar circumstances. That is your decision of February 10, as I understand it. You claim the conditions and circumstances are similar in hauling coal from Cleveland to Glenwood to what they are in hauling from Cleveland to Council Bluffs. So I am glad to find the Commissioners in accord with my views in that. In your report for 1884, on page 4, you say, referring to the labors you have made previous to this date, in reference to the work of the Commissioners: "The seven annual reports of the Board of Railroad Commissioners constitute a concise history of what has been done in the State during that time. Men from them know, or can know, more of the general subject than of any other period in the past. The mistakes that have been made are there embalmed and preserved for warning in the future. The successes are also there recorded, and no one can intelligently discuss the transportation question without mastering the details of these volumes." I have not mastered the details entirely of these volumes, but I desire to have the Commissioners do that thing. I have been informed, Mr. Ripley, that certain parties at Council Bluffs are using coal there now, which costs them but \$1.50 per ton, yet they pay \$1.62 per ton freight to the railroad company, which convinces me that rebates have been made to those persons. Of course I know nothing about all the circumstances, but I desire the Commissioners to ascertain the facts in that case. It is a case where I will show that a consumer of coal pays \$1.50 for a certain class of coal. The freight on it alone is \$1.62 on the face of it, when in fact the coal only costs the consumer \$1.50. So far as Mr. Ripley's argument applies to the reasonableness of charging more for hauling coal than for the average freight, or the average of all freight, it appears to me that it cannot commend itself to your judgment, nor to his. I believe there is not a railroad man in the country that will adopt that as a rule. I believe there is not one but that would admit that coal should be hauled at almost the lowest rate of any article transported, and especially as to Iowa coal. That is inferior coal. It is plain that our



coal is not a good quality or equal in quality even to Illinois coal or Missouri coal. We all know it is not a first class quality of coal, and for that reason it should be hauled at the very lowest living rate possible.

For the reasons given by Mr. Ripley, that the business is so light, is still more convincing to me that one of the reasons why the coal business is so light is because of the rate they charge. If they would haul at a lower rate their business would increase. The coal business in Iowa is in its infancy. This idea that coal exists only in pockets in this State is a grand mistake. We will be constantly in the future developing new mines, I have no doubt. We would not have them have any fears they are going to run out of coal in the future, and I would caution you not to have the slightest fear that you are going to be out of coal for your own use, for you are entirely wrong if you have that impression. You need not retain this coal for your future use, for new banks are being continually discovered.

Any one familiar with the geology of our State knows there is coal to be mined for years yet. As Mr. Ripley stated that the average haul on all kinds of freight—this includes first class and double first class, but notwithstanding double first class amounts to but little,—the average rate is only one hundred and twenty-three hundredths cents per ton per mile; Mr. Ripley is charging us one hundred and thirty-three hundredths cents per ton per mile on the Glenwood haul. It appears to me on the face of it that this is an injustice, and I want you to bear in mind that the Chicago, Burlington & Quincy company is below the average of the companies in their average charge. It is doing a large business, and I want you to understand that the larger the business of the road the less the expense of operating. As the business increases the ratio of expenses decrease. That is shown by the reports made by the various companies. The Chicago, Burlington & Quincy company's average is about ninety-three one hundredths of a cent per ton per mile, and now it is as low as ninety-one one hundredths of a cent per ton per mile.

In your report for 1884, on page seven, the Commissioners state: "It is their purpose, also, even if it shall be shown that there has been no increase, to look carefully into the question of the reasonableness of present rates, to the end that they may pass upon the question intelligently. The present rate is about one-fifth of a cent per pound for corn for about four hundred miles haul, and it would seem that two mills is too high a charge for hauling a pound worth two and a half mills, at point of shipment, that distance. Within bounds, there is reason for arranging rates according to the value of the thing carried."

I am pleased to find that the Commissioners' opinion corresponds with my own, and I have no doubt with skillful railway men in that respect. They state further down on the same page: "Eleven of the railways of Iowa which carry the bulk of the grain to market, in answer to our inquiries, report there has been no increase of rates, and the Commissioners are satisfied that rates have not been raised for several years, and that the roads are generally carrying at or below the rates agreed upon with the Commissioners in 1878, which was a slight reduction below rates prescribed, in what is com-

monly known as the 'Granger law.' The roads are generally carrying at or below the rates agreed upon with the Commissioners in 1878. It was a slight reduction below the rates (authorized) by the Granger law. This rate for hauling coal to Glenwood is above the Granger rate of 1874, and mind you that rate was established on the basis of justice to a road earning four thousand dollars gross per mile per year. At that time it was deemed that a road which earned four thousand dollars per mile each year should haul coal at six-tenths cents less per ton for this very haul to Glenwood that Mr. Ripley contends is a reasonable rate at the present time.

Commissioner Dey: Did the roads in 1874 at the time this law was enacted earn more per mile or less than they do now?

Governor Larrabee: I really cannot tell you. I would have to consult the reports.

Commissioner Dey: You are fixing the \$4,000 as the minimum. Did not those roads at that time earn about as much per mile as they do now? I refer to the trunk lines.

Governor Larrabee: No, sir; they did not. Mr. Potter, what did your road earn in 1874?

Mr. Potter: I do not remember.

Governor Larrabee: It was over \$4,000; this rate applied to your road at that time.

Commissioner Dey: My recollection is that in 1878 and 1879 the roads were earning—these trunk lines were earning—per mile very nearly what they are now.

Mr. Potter: That is true of the Burlington in 1878.

Governor Larrabee: What I desire to call your attention to is this: that the Legislature established in 1874 what was considered a reasonable rate for that time. Here is Mr. Ripley contending for a higher rate than the rate considered reasonable at that time. I am hardly willing to agree with him that there is no reason for reducing the cost of transportation in Iowa. I am confirmed more strongly than ever that I am correct in this. There are reasons for reductions in rates, and there has been between that time and this very many reasons. I find on consulting your reports that you will agree with me in this point, which I will call your attention to later. This idea that there has been no reason for reducing charges is an unreasonable thing to attempt to claim before intelligent men at the present time. We all know of vast improvements that are made in the railway service which in very many ways enable railway men to do their business at rates now, as the Commissioners state, that ten years ago would have seemed extortionate. The increased use of steel in rails and various uses, the improved engines, the improved service in a hundred respects, so many reasons that you all know.

Now, in reference to the grain rate referred to. While you say it is too high, I want to make a little comparison between that grain rate and the coal rate. This two mill rate which you say is too high is equivalent to four dollars per ton for a four hundred mile haul.

This Missouri tariff which Mr. Ripley refers to, which he says is an un-



reasonable tariff, earns for the same haul \$4.60 for the same distance. Mark that down. You say on this, page eight, that the rate is too high, which amounts to \$4 per ton for a 400 mile haul. The Missouri tariff makes the price of the same haul \$4.60.

The Missouri tariff for the same haul on coal is \$2.50. Now, then, if you say that rate is too high, how about the Glenwood rate as compared with that? So you find by comparison that the very rate you refer to, that in the Missouri tariff, is reasonable, and would be a reasonable tariff for this road to adopt in this State. Now, in response to what is a reasonable rate, Mr. Ripley thinks is so difficult. I think we will all agree that the rates should be reasonable, that roads should be permitted to charge a reasonable rate. Whatever it is worth to haul coal, I would be the last man to require them to do it for less than would be reasonable, if I knew it.

You said in your reports that a reasonable rate is one that will pay the cost of service and a reasonable interest on the bare investment, which seems to be an entirely proper statement to make.

Now, before our Executive Council, a few days since, we were engaged in assessing the railway property of the State. We had representatives of the different railroads before us. I find they are just like other men when the assessor comes around. Their property is not very valuable. The statement was made here by an agent of perhaps the best constructed road in the State, that these roads could be easily constructed for \$13,300 per mile. He had the figures showing the different items of expense from the chief engineer of the company. I contended with him that a road could not be built for that sum in this State. He almost lost his temper in discussing the matter, contending that they could.

Commissioner Dey: Did that relate to the road and equipment, or simply to the road?

Governor Larrabee: The road bed. He said the equipment and all in this State would be only \$17,000. I was not willing to accept his estimate of that, and I would like to ask Mr. Potter if I was not right?

Mr. Potter: It is owing to what road you mean.

Governor Larrabee: The whole system of the State.

Mr. Potter: It would be owing to what you estimate the equipment.

Governor Larrabee: All the equipment and building and everything.

Mr. Potter: I do not think they could be built for that.

Governor Larrabee: Suppose it is true that the road would not cost but \$13,300 per mile, and he made the assertion in which I did not agree with him at all. He said there was not a road in the State where the equipment cost \$5,000 per mile. I would think my own statements of from twenty to twenty-five thousand dollars per mile would be nearer a proper sum than the sum he estimated. Here is a road earning a net income of from eight to ten thousand dollars per mile each year. It seems to me that a road that could be built for twenty-five or thirty thousand dollars per mile, earning a net income of ten thousand dollars per mile above all expenses, ought to be able to do business at just about the lowest rate. I think you are doing us an injustice by not giving us what I ask in this respect. No one is disposed, least

of all myself, to prevent them from earning reasonable sums for the investments that have been made in this State, I will state that there is no company that does better service to our people than the Chicago, Burlington & Quincy. The only complaint I make is that they charge a rate which is altogether out of proportion with the average, or what they should charge. In your report for 1884, page 29, I find you say: "Assuming the former to be the correct basis, we conclude that in the present state of the railway traffic in Iowa 78-100 cents per ton per mile is as low as the freight can be hauled in this State under the favorable conditions of a large traffic, as the rates received by the smaller lines and the cost of doing the work is greatly in excess. A great part of this, however, does not come from the shipper, but is paid as a rebate by the trunk lines to the smaller lines for gathering up and delivering to them in car-load lots." You estimate the cost at .78 of a cent per ton per mile. This Glenwood coal rate is 1.33 cents per ton per mile. Now then, when you consider the volume of the business done over these roads, especially that the change or increase of a single mill per ton per mile gives the company nearly one and a half million dollars increase of income per year, you can see the importance of a change of a mill per ton per mile. It amounts to a vast sum when applied to the total of any of these great lines.

On page 53 of your report for 1885, in reference to this same question; (it might be asked what is the cost in Pennsylvania, and what items you include in the cost of service?)

"Value of service, the true and only basis for rates, is so changeable that the determination thereof becomes a special study in almost every case. The best authorities divide the elements entering into the value of the service, into five classes, namely:

"*One.* Movement expenses; including the actual cost of moving, wages of employes, car and locomotive repairs, fuel, water and wear of rails.

"*Two.* Station expenses, loading and unloading freight, depot and freight houses, clerical hire, etc.

"*Three.* Maintenance of roads, bridges and buildings.

"*Four.* General expenses of administration.

"*Five.* Interest on investment."

I see you claim, and I suppose you include it in the cost of service, the interest on the investment. You are paying interest on your bonded indebtedness, and you must not expect to earn anything in addition to that, only a proper amount to make a reasonable dividend on your stock. On page 178 of your report for 1880, referring to the reasons why transportation can be done at lower rates, you say:

"The figures are almost startling. The elements that have made this wonderful reduction in ten years possible are, *first*, the general use of steel rail, giving durability to the substructure; *second*, the construction of cars admitting a greater tonnage and lessening the dead weight hauled; *third*, the increased production of the western States which has furnished business, employing the roads to a much greater per cent. of their capacity than ever before; *fourth*, the combination and consolidation of lines which have sent



cars without rehandling and reloading from the place of production to that of export; fifth, the education and skill that have, in this period, been acquired in the management of these great lines, where the vast volume of the freight must be hauled at minimum rates, or not at all. The *Railway Age* claims, and it is unquestionably true, that the cheapest service in the world is that rendered by the great railroads of the United States. We regret that we were unable to give more extended statistics of this. A glance at the table shows that the rates have gradually decreased for the last ten years, and the showing is certainly gratifying. The tariff of ten years ago, as compared with present charges, seems extortion, and yet the railroads then were not making as much money, or as prosperous as they are to-day. The cost of transportation then was greater than the *entire charges now*. This was in 1880. They say the rates have been constantly decreased. "A tariff of ten years ago as compared with the present rate seems extortion, and yet railroads were not making as much money as they are to-day."

The cost of transportation then was greater than the entire charges now. Now, then, if you will consult the Illinois report for 1885, page 11, you will find that the average of the freight hauled as reported through the Commissioners on all classes of freight, is 96-100 of a cent per ton per mile. If you will consult the Michigan report for 1886, on page 22, you will find their average rate is 82-100 of a cent per ton per mile. If you will consult the book you handed me the other day (Hadley), page 84, "rates reduced 50 per cent. during the last fifteen years." This Glenwood rate has not been affected yet, but that is what I am after.

Ohio is less than 90-100 of a cent per ton per mile; New York about 80-100 of a cent per ton per mile. Consulting your Report for 1889, page 174, you said:

"It will be seen that there has been a downward tendency in the aggregate rates per ton per mile; that during the existence of the granger tariff, as well as before and since, the rates have gradually declined in obedience to the inexorable laws of commercial necessity that have made lower rates imperative, and compelled and educated the railway managers to meet conditions that ten years ago seemed impossible. It is more than probable that the through rates on the Iowa lines are as low as they should be, but we think this can hardly be said of the local rates. It might be well for the companies to turn their attention in that direction. It is claimed that no road is a success that depends entirely upon through business, or entirely upon local for its support. There must be both; and it becomes more profitable the nearer it reaches the full employment of its cars and its track.

"The railroad managers of the country should realize that their interests are nearly identical with those of the public, and this fact cannot be denied and its effect resisted without injury to both. To build up and in every way to furnish facilities for increasing the agricultural products, and foster the manufacturing interests of the localities through which their roads run, must inevitably result in a large increase in business. When, some years ago, the rates for the shipment of corn to market, and of coal to certain portions of Iowa were so arranged that corn was to a considerable extent used for

fuel, the interests of the farmer and the roads both suffered. Wisdom would have dictated rates on the corn and coal that would have moved both. As our roads are being pushed into almost every locality that requires them, the disposition to build up and nurture business along the line seems to grow. The interests of the roads and their patrons are so fully identified that anything like hostility between the two is detrimental to both. Such an understanding should be cultivated that not only the roads shall do right, but also satisfy their patrons that they are doing right. If the Railroad Commissioner system shall be able to materially aid in such a result, its mission will not have been in vain."

I want you to take in that item Mr. Coffin, and refer to it again. Now, Mr. Potter, I want you to bear that in mind, because you have been neglecting this part of your field, I am afraid. They must not only do right, but must satisfy their patrons that they are doing right. That is important, Mr. Ripley. In your report for 1881, page fifty-one, you said:

"The Commissioners do not wish to be understood that the rates on some of the roads named in this connection, may not be still further reduced without doing injustice to the corporations. Indeed, they are led to believe from the pregnant experience of the past few years that further reductions, through and local, will be made in the future as the business from year to year shall determine it as reasonable and just."

That was in 1881. Not only as to reduction on through rates, but local rates also. In your report for 1882, page thirty six, you say in New York the cost of service is fifty-six one hundredths of a cent per ton per mile. I want you Commissioners to make a note of these rates, or at least to have access to them. The cost was fifty-six one hundredths of a cent per ton per mile, the charges seventy-eight one hundredths of a cent per ton per mile, leaving a profit of twenty-two one hundredths of a cent per ton per mile. In Pennsylvania the cost of service is forty-three one hundredths of a cent per ton per mile, the charge seventy-nine one hundredths of a cent, leaving a profit of thirty-six one hundredth of a cent per ton per mile. This Erie road has a large coal traffic. Over fifty per cent of its business is coal, according to your statement, and the same is true of the Pennsylvania road.

If they can do all their business at those low rates, and make the handsome earnings which the reports show they do make, I think it is no hardship to ask our friends of the Chicago, Burlington & Quincy to give us a rate to correspond.

Commissioner Dey: How does the entire traffic of the Erie road or the Pennsylvania road compare with the 8,000 miles in Iowa?

Governor Larrabee: I cannot state.

Commissioner Dey: I think the traffic on either of those roads is larger than the entire traffic of Iowa.

Governor Larrabee: In your report for 1885 it shows that the average rate of Chicago, Burlington & Quincy company was ninety-three one hundredths of a cent per ton per mile upon all classes of freight.

On page fifty of your report for 1882 you said:

"The most common complaints regarding rates are from non-competing



points that suffer in competition with points where pool rates on one or more sides are lower. Farmers selling or buying at such points feel the discrimination more than the merchant, and the Commission in determining cases will be induced to regard the rates fixed at the competing points as *prima facie* fair and reasonable for like amounts of Iowa freight. If the losses consequent upon the wars of rates that have prevailed in Iowa during the past season were equalized, and reductions in transportation of freight and passengers as much lower as the loss will make general incomes, increased travel would result, and encouragement given to the industries of the State that create freightage for the railroads. The Commission therefore are justified in recommending lower rates for freight and passengers uniformly distributed. \* \* \* \* The theory of the carrier is to ignore to some extent time and distance in overcoming the comparative disabilities of the growing industries of the State. Representatives of those industries have a hearing, can press their claims with detailed statement of facts. Heavy shipments are controlled by individuals who are acquainted with railroad men, who associate with them in public and private life, and who bring to bear the combined influences, knowledge of the situation and the advantages of association. There are classes in Iowa that possess none of these influences; that is the producer, the small shipper, and country merchant, and it is the especial duty of the Railroad Commission to see that they are not unjustly discriminated against."

On page 13 of the report for 1884 you said: "A proper rate is neither more nor less than a reasonable rate, and when all controlling circumstances are considered, the real value of the service rendered constitutes a reasonable rate. A consideration of all the circumstances is a task extremely difficult, but not impossible. There does not seem to be properly a partnership between carriers and shippers or producers by which profits and losses are to be shared, yet in the end reduced prices and values must affect all industries having any relation whatever."

Commissioner Dey: At competitive points we say they make it unreasonably low, and repay this at points where there is no competition.

If you recollect the action, it was this: That at Council Bluffs and St. Paul and some other points, perhaps this point, they were carrying at almost a nominal figure. They were carrying from here at 8 or 10 cents per 100 pounds, I think, at that time.

Governor Larrabee: In your report for 1884, page 31—here is a grain rate with the Burlington & Cedar Rapids company, 15 cents per hundred pounds to Chicago. Compare that with the coal rate. Fifteen cents per hundred pounds, the rate referred to there, is equivalent to 1 15-100 cents per ton per mile; this is for grain. What would be a reasonable coal rate to correspond with the grain rate?

I find by comparison of railway tariffs that if you haul grain at 1.15 you ought to haul coal at .40. Compare that with the Glenwood rate of 1.33. In your report for 1881, page 13, you will find the comparative rates between the different classes of freight which will sustain the comparison that I make pretty generally.

Now, so far as rates are concerned outside of this State, I understand the average rate between Chicago and New York for the last ten years has been about 30 cents per 100 on grain, which is equivalent to 66-100 of a cent per ton per mile. When you make a comparison between that and what proper grain rates are, and the coal rate, imagine in your minds what it would be. The flour rate at the present time, as quoted by Chicago markets is 22 cents per 100 pounds. That is equivalent to 49-100 of a cent per ton per mile.

A few weeks before the inter-State commerce law took effect, the roads were competing in Chicago, as reported by the Chicago Tribune, for hauling grain at 18 cents per 100 pounds. "Some of the non-pool lines, it is claimed, are taking grain and flour at 15 cents. It is more than probable that at the end of this week a 15 cent rate will be made on all lines." Those companies were anxious for business at those rates. I think no well-informed gentleman, but will admit there is a little profit in that business, even at those rates. I know this will astonish many successful railway men to know that it can be hauled at a profit at those rates, and it surprises the average man to see the great improvements that have been made, and the results that have followed these improvements for the last five years. There is not the difference between water and rail transportation there was twenty years ago. The business on our rivers is pretty nearly wiped out by the reduced cost of transportation by rail. An oil company man was in my office a few days since. He gave me the rates he had been charged for transporting oil from Chicago to this point the last year—13 cents per hundred is the least rate, he said. I do not know whether the other company had any better rates than he had, but that was the lowest rate he had had, which was equal to 71-100 of a cent per ton per mile.

The coal rate should be at least 3-10 less than the coal oil rate. Am I much out of the way in that, Mr. Ripley? If oil is hauled at ten, coal should be hauled at seven.

Mr. Ripley: I think so.

Governor Larrabee: Our legislature in 1874 established a rate which was considered reasonable, and which was lower than the rate this company is charging to Glenwood at the present time. Their rate is \$1.90 per ton. The Granger rate was \$1.73 in 1874, and I think, Mr. Potter, you will acknowledge the correctness of this.

Mr. Potter: We make about three cents above the Granger rate.

Governor Larrabee: Report of Nebraska Commissioners for 1886, page 99—it seems there was some dispute there with this company, was there not, Mr. Ripley, on the transportation of coal. The Commissioners say: "An understanding was arrived at not long after the Commission was organized that it would endeavor to reduce the wholesale price to parties in the western portion of Nebraska. This understanding was arrived at with the company."

The Burlington & Missouri reduced the rate to four-tenths of a cent per ton per mile.

Mr. Ripley: The rate per mile decreases as the distance increases. You



are comparing distances of a thousand miles with one-hundred and thirty-six miles.

Governor Larrabee: I agree with you in that statement, but not in your conclusion. New York report for 1886, page 6. Rate to New York 25 cents per hundred pounds and fairly profitable business.

By referring to page 45 of the report of the Missouri Commissioners for 1885, you will find a statement made there as to business increasing as the rates decreased, which I think no one has any doubt about. As the cost of postage is reduced, the volume of business through our mails is increased. I think every business man realizes the necessity of doing business on a smaller margin than we did it even five years ago. The competition of this country is becoming sharper and sharper each year, and must force us to do business on smaller margins. And men or railroads must look for a large volume of business at a very small margin of profit.

Mr. Ripley referred to your report for 1885, a Rock Island case, coal mined and hauled from Colfax to Council Bluffs at a dollar a ton. That amounts to 60-100ths of a cent per ton per mile.

Commissioner Dey: I wrote that letter. In regard to the facts I was not advised, but for the sake of illustration I used it so. If you will read from the beginning of the letter, I think you will find my statement correct.

Governor Larrabee: Please read what you desire to.

Commissioner Dey: (Reads extract from letter.) I used that as an illustration. I suppose they were nearly correct.

Governor Larrabee: I am satisfied if they are not correct they could afford to do it, because here is the rate established by Mr. Ripley out in Nebraska west of us, where the expense of keeping up the road is more than with us.

Mr. Ripley: The expense is not so much in keeping up our road per mile.

Governor Larrabee: Don't your ties cost more out there than here?

Mr. Ripley: The ties cost more, but they last longer.

Governor Larrabee: I hardly think that has been proved by experience to the satisfaction of us all yet.

Mr. Potter: I merely want to state to you that our expenses in Nebraska are about ten per cent less for the operation of the road than in Iowa.

Governor Larrabee: Is not that a kind of book-keeping rather than railroading?

Mr. Potter: I think not.

Governor Larrabee: All I desire to show is that this C., R. I. & P. rate was 60-100ths of a cent per ton per mile. Mr. Dey states that the Rock Island got a regular business they otherwise would have lost, and I think there was some profit in addition to keeping miners employed on its road; the "same provided" is all I want to call your attention to.

Now in your report for 1878 on page 48 you said: \* \* \* "The practice that has been so much in vogue, since railroad competition became strong, of carrying through business at rates that were not remunerative, and making up the losses on local business, is, we think, a mistaken one."

That was in 1878. On page 49 you said: "We hold that capital is the product and representative of labor; that there is and should be no conflict be-

tween them, and that it should not be deprived of its legitimate earnings. At the same time we believe that it should share with the labor and industries of the country their prosperity and adversity. Holding this view we do not believe it right, when the agricultural products are a failure, or command a very low price, that the railroads are justified in raising rates to sustain dividends." That is excellent counsel. In your report for 1879 on page 14, you said in reference to a question similar to this one: "We hope that you may be induced to consider the propriety of a greater reduction of rates on wheat and other grain, live stock, lime and salt, which you have not seen fit materially to reduce." That was the advice of the Commissioners in 1879, and I think it was only an oversight that they did not name coal in their list. On page 16 of the same report, in reference to a case not entirely like this, and not altogether unlike it: "If you were shipping to Dubuque, or any other station in Iowa, the Commissioners would have jurisdiction and would promptly insist upon compliance with the law, which forbids higher rates for shorter hauls." In that case you say you promptly insisted; in this case, I hope you will be governed by the same spirit. On page 63 of the same year you said: "Our business can be done economically, and at a reasonable cost, provided our roads are employed at remunerative rates to within a fair per cent of their capabilities, and it seems to us the part of true policy to aid them in the development of business at home and elsewhere." On page 69 of the same report you said: "The decisions of the courts with regard to the power of the State to control corporations are not only right but essential to the best interests of the corporations themselves. The public must employ the carrier—it has no other resource—and it has a right to demand of him that his work shall be done at fair rates, and that discriminations shall not be made. So long as it has the power to investigate and correct evils of this class, it is less jealous than without that power. The roads should always be able to demonstrate that their treatment of the public is just."

The report of 1881 shows instead of reduced rates in accordance with the request of the Commissioners and the spirit of their reports, your company instead of reducing rates advanced them.

On page 9 of the report for 1881, it shows that your company advanced rates 14-100 of a cent per ton per mile, and when you take into consideration that every mill increase means one and a half million dollars to that company, you can take in the importance of looking after trifles.

In your report for 1881, pages 77 and 78, in reference to what should be charged, he said: "But in either or any case, the road belongs to the State, and all the people have a right to use it upon compliance with the necessary regulations and upon the payment of the proper tax. This tax must be reasonable, just, uniform, prescribed and fixed, so that every citizen must know beforehand how much he has to pay, so that when he pays or tenders the proper amount, he will acquire an absolute and perfect right to the use of the road. The amount of the tax, toll or freight is not a subject of bargain between shipper and the corporation, but a thing to be settled, fixed and prescribed by public authority, otherwise the public has no rights in it



at all, and the charters which authorizes the taking of land to build it is unconstitutional and void. Public authority in determining the reasonableness of the freight taxes or tolls that may be charged upon any railway, must be governed by the expenses of running and repairing the road and the cost of construction and equipment. The tolls ought to be high enough to give the corporators a fair profit on the capital they have actually invested." I do not know whether this is your language or whether it is Mr. Black's. I take it as the language of the Commission, is it not, Colonel Dey?

Commissioner Dey: That is Jere Black's. There were some points in it that we endorsed, and some that we questioned a little.

Governor Larrabee: A corporation should not alone say what is a reasonable rate. These roads are by their nature public corporations. The railway men mistake the situation when they claim that railway transportation is a commodity in the market to be sold just as any other commodity is sold; the premises are not correct at all. They are in their nature public corporations, and to a certain extent the public must have something to say as to the reasonableness of the rates. The law says a rate must be reasonable. I am not going to permit you to say what is a reasonable rate. No person is qualified to be an impartial judge in his own case. This is a well recognized principle of law. A man is not permitted to sit on a jury in his own case. He is not permitted even after he has taken the oath of office, to go as judge in his own case, and it is equally wrong to permit the railway manager to say in any disputed case to say what is a reasonable rate. He is more likely to be wrong than one who is not interested in the case.

Mr. Ripley: Is he more likely to be wrong than the party who is paying the transportation?

Governor Larrabee: I think he would if they were equally intelligent. In this case a shipper is at an entire disadvantage. He is completely in the power of the railway manager. As a shipper I am compelled to patronize your line. I have perhaps just as good a sense of justice as you, and adopting the established principle of law that a man is not competent to judge in his own case, where you have it in your absolute power to fix your own rates, I will say you are more likely to be wrong than I am. I find by going through these reports that the Railway Commissioners congratulate themselves frankly on their success in having their decisions complied with by the railway companies. And they commend the companies for their cheerful compliance with their decisions, which is very pleasing to them, but when you take into account the trifling character of a large proportion of the cases upon which this Commission has been called on to act, and when you compare it with \$36,000,000 that the railway companies are receiving for services rendered in this State, you will agree with me that the companies have not suffered greatly in complying with the rulings of this Board, although I commend them for their compliance with the rulings. I would like to ask Mr. Potter, if it has ever cost you one hundred dollars in a single case to comply with the ruling made by this Board?

Mr. Potter: Yes, sir.

Governor Larrabee: Has it been a thousand dollars in a single case?

Mr. Potter: It has in two or three cases cost us many thousand dollars.

Mr. Ripley: What proportion of the \$36,000,000 are the people of Iowa interested in?

Governor Larrabee: The Commissioners can answer that better than I can. I want to show you this: No person can read the report of this Commission since it has been a Commission, without being struck with the trifling importance of a large proportion of the cases.

Mr. Ripley: Does not that prove that the railway companies have been complying with the law?

Governor Larrabee: Yes; and I commend the companies for their compliance, but the idea is general that the railway companies make no great sacrifice by complying with the rulings of the Commission. The Commission have not been radical in their rulings, and so large a proportion of the compliances are so trifling that it is not against you very much. You say your coal business is of very small importance in this State. If you will adopt this Missouri tariff you will not lose anything by it. If you did not increase your business your loss would be very trifling.

Commissioner Dey: There is one thing that you have repeated, and that is that the cases which the Commission has decided are very small, and very unimportant. Is it not true with the commerce and business of the country that the litigation is very small and trifling as compared with the whole of it?

Governor Larrabee: It is. And I do not want to underestimate the value of the work of this Commission. You have done excellent work, only you have not gone far enough. You have done splendidly as far as you have gone. You should not have your attention drawn from the main features, which are unjust discrimination. For years the great complaint was not extortion. It was discrimination. The politicians mistook the cry of the people. The people demanded that the unjust discriminations be corrected, and the demagogues took up the cry and claimed it was extortion. You should look up and see whether these roads are discriminating.

Mr. Potter: I would like to say one word. We have never had a complaint of the present coal rates, to my knowledge.

Governor Larrabee: I heard a gentleman on your line the other day who said he would never make a complaint to this Board again. He said he made a complaint and the result was entirely unsatisfactory. I think possibly there is some truth in that from the fact that there has not been any complaints made.

In your report for 1882, page four, you said:

"Power is frequently quite as effective in reserve as in action. Should these corporations at any future time seem disposed to misinterpret this grace on the part of the State, it will be an easy matter to promptly exercise the power to enforce obedience."

In your report for 1884, page seventy-three, you said:

"Discrimination is that act of the judgment which marks and notes the distinctions and differences between things. The fine and cultured judg-



ment notes truly the difference, and so justly discriminates. The unskilled and coarse judgment makes differences and distinctions where none really exists, and so unjustly discriminates."

That is very finely stated, Col. Dey, and very true, indeed.

In your report for 1885, page 42, you state: "Nothing has in our opinion done so much to exasperate the public, and justly so, than a belief as we fear well founded, that railroad companies continue, in spite of the prohibition of the law, to allow to some shippers secret rates, rebates and drawbacks. It is the most aggravated form of unjust discrimination. It is an offense against every other patron of the road except the favorite. It is so absolute a departure from the long-established rule which has been laid down for the common carrier, that no railroad official can unwittingly commit this offense. It is an offense committed in secrecy, and like all such offenses, almost impossible of proof, for such offenses are not usually made public. The only persons who have knowledge of it are the guilty shipper and the guilty officer. Yet circumstances often seem to point towards the fact that such arrangements are made, and we could not doubt the practice without losing faith in human testimony, and the relation of circumstances."

On page 55 of the same report the Commissioners state: "But they feel that the time is at hand when a rule should be established which shall give equal and exact justice to all, and believe no rule would so effectually prevent ruinous competition as one prohibiting a greater charge for a short than a long haul. \*Under such a rule no greater charge could be made for a haul from Chicago to Creston than from Chicago to Council Bluffs, and stand excused on the ground of competition."

In your report for 1884, page 72, you state: "That railroad companies shall charge no more for transporting freight from any point on its line than a fair and just proportion of the price it charges for the same kind of freight transported from any other point."

This Commission has already stated that the circumstances in this case are similar, so I see but one conclusion to come to in that; that is, that the Glenwood rate is unreasonable.

In your report for 1883, page 41: "They compel the man of enterprise and capital to abandon the non-competitive point and establish his business where they must divide the carrying with rival routes. We have often wondered why this should be, and have never received a solution that was at all creditable to the sagacity of the party fixing rates. To arrange tariffs in such a manner as to develop at non-competing points trade and manufacture, would in many ways be advantageous to the railway companies. Towns always grow where there is remunerative wages for labor, and whatever develops a demand for it attracts a supply. The increase of population increases the wants to be supplied and increases travel, which belongs to their lines alone. To build up large manufacturing interests at non-competitive points by the exercise of reasonable and judicious rates, would tend to solve many of the difficulties that now disturb the relations of the companies. We cannot resist the conviction that the railway manager in

his treatment of this branch of his relation with the public has been governed more by the amount that could be realized at once than by the broader scope that should cover the future possibilities of the territory that he occupies and the expansion of his business."

This was for the benefit of railway managers.

In your report for 1882, page 54, the Commissioners state:

"The railroad freight agent who has studied the details of his office so as to become an expert in his line of business, with dividends to the stockholders and harmony with competitors as his aim in life, may not comprehend the wants of the producer as progression in the departments of the farm requires more extensive and minute consideration. Nor can he be expected to add a thorough knowledge of diversified industry in a rapidly developing country to the knowledge of his peculiar vocation, the most exacting on earth. He fears interference, and uses his influence to prevent it."

That is counsel for freight agents.

So far as the long and short haul is concerned, Mr. Charles Francis Adams is considered good authority. I clipped from the *Chicago Tribune* a few days ago a speech he made. " \* \* \* \* " But the railroad agent says the circumstances are not similar. As I stated before, he is not the man who should judge the case. For the last year I have interviewed over 300 inmates of our penitentiaries; I have heard their stories. There are men confined there for appropriating other people's property, from the amount of \$20 up to large sums, and I find them telling pretty near the same stories that railway men tell, when they state that the circumstances are not similar; therefore they charge more. These men always find some excuse, these men in the penitentiaries, I have reference to now. And, by the way, I would state that we have no penitentiaries for railway companies. I did not find one of those in the pen. These men all apologize and claim circumstances are so and so, and that they are not guilty of the offense for which they are convicted. It is human nature to defend one's self, and that is true of these companies.

Now, we have penalties provided, but they are not criminal in so far as the action of some particular corporations are concerned. We do not apply criminal penalties to the railway companies yet, but may in the future. Some offenses will have to be made criminal in order to enforce compliance. We have now a penalty provided by law, and it seems to me there is no reason why a railway company that violates the law should not have the penalty imposed upon it just the same as an individual. Where a penalty applies to a wealthy corporation we should be careful occasionally to impose the penalty provided by law, when we impose penalties on those poor fellows in the pen. It is wrong to ask individuals to comply with the law, when we let corporations composed of a large number of persons escape.

Another thing I desire to call attention to is the animus in the notice that came from the White Breast Coal Company. This Commission decided and advised the company to revise its rates. Instead of advising it directly to reduce the Glenwood rate, it simply advised a revision. The company did



revise, but in the wrong direction to suit me. If taking notice of discriminations or unjust charges is going to result in this way, I for one shall be very careful to keep quiet in future.

The notice was sent from the White Breast Coal Company to their Council Bluffs patrons, stating that on account of the action of our Governor rates will be raised from \$1.25 to \$1.98 cents per ton, dating from the first of March. There evidently was a little disposition to excite the opposition of the patrons of the coal company residing at Council Bluffs against my action, which I was very sorry to see.

On the other hand, I understand it was currently reported among the miners of the White Breast Company's mines that on account of my action the probability was that their business would be reduced.

There would be less demand for coal in the future. I think there is no mistake as to what I wanted. It was not cutting off the business of the miners at Lucas, and it was not to increase the cost at Council Bluffs. If there is any misunderstanding as to what I want in the future, I want to correct it on the spot.

There was evidently a little disposition to excite those miners against my action. I know men engaged in mining companies are like other men. They do not like restrictions, and none of us like to be restricted. They like the fullest liberty, and every time restrictions are placed on them they object.

Mr. Ripley: We are in no way responsible for what the White Breast Company may have said to its patrons in Council Bluffs. The action of the Commission in making the decision as they did and advising us to revise our rates was communicated to us. We had no idea we were violating the law. We do not think so now. But when the decision was forwarded to us, in compliance with our usual rule we had only one thing to do, and that was to revise our rates. We could not think of revising them in the way the Governor suggested, by reducing local rates, but we did the other thing. Any information the Whitebreast Company got on that subject was from newspapers. We had no idea of creating any feeling. We wish to be absolved from that.

Governor Larrabee: I am glad to hear the explanation, because I had heard some remarks that led me to think there might be some truth in it. I know how easily these poor miners are imposed on. I know how easily they are deceived. It looked to me that I could see sarcasm in it. I am very glad to see you disown it.

Mr. Potter: The railroad companies are not connected with the Whitebreast Coal Company in any way, and no officer of the C., B. & Q. owns any stock in the Whitebreast Coal Company.

Governor Larrabee: I had heard it intimated that men who were connected with making the rates had some interest in the coal mine. If you would go to that Feeble-Minded Institution and see those children, the wards of the State, provided with the small pittance of they have, I think you would agree with me at once that you would not be willing to deprive them of what belongs to them.

Mr. Potter: We pay our share of the taxes and help to maintain the hospital at Glenwood. We pay more than our proportion.

Governor Larrabee: I do not admit that you pay more than your due proportion. I think you are wrong in that. You cannot afford to rob these poor children. I have heard the old expression of "stealing the milk from a blind kitten," but it is a feeble expression compared with a strong railroad company taking from those children what the State has seen fit to give them. My attention was called to this particular charge. Our Superintendent said he could not support these children on the sum allowed by law without taking advantage of an unusually liberal construction of the law. That allows them \$10 a month for support. I found they had a practice of letting the children go home for a month or two at a time, but still kept them on the pay roll. I told the Superintendent he must stop it. He said if he did he could not support the institution properly. He went to the Attorney-General, who sustained me. The Superintendent then came to me and wanted me to co-operate with him in getting along with the allowance. I called on the Commissioners here, supposing this overcharge would be corrected in ten days. I had that faith in our Railway Commission and in the justice of this case, that I did not dream of any objection being made to it whatever.

Mr. Ripley referred to the Nebraska rates, and I had almost forgotten to call attention to the through rates established in Nebraska, in addition to the one I quoted before. The Union Pacific road in this country is not, as a rule, considered one that is doing business for charitable purposes. I find in the report of the Nebraska Commissioners, on page 109, a table of coal rates running from Omaha to Sidney. Thirty-six rates given. There is not one of them but what is below the Glenwood rate. More than half of them are less than half the Glenwood rate. Of course, these are for long hauls.

Mr. Ripley: These are for hauls of a thousand miles.

Governor Larrabee: Not for a thousand. The lowest is for 418 and highest 916. The ton per mile is from 5 mills up to 12 1-2.

Not a single one but what is lower than the Glenwood rate. The shortest distance is four hundred miles and something. I do not believe I ask anything unreasonable when I ask you to adopt one cent per ton per mile for a hundred mile haul, and decrease the rate gradually above that, and increase it below that. I am entirely confident that you will make more money than you are now making, and I would almost be willing to put up the money for security for the difference. I am sure you would be pleased hereafter with the results; and I again urge you to do it, for the reason that it will establish you in the confidence of our people here, and it will help this Commission to retain and increase the confidence of the people in it, and it will help you largely in the long run I am sure, and I know for one you can call on me to aid you to the best of my ability to defend you against unjust charges or anything of that kind. Whatever power I may have in your line, I would be glad to co-operate with you.

I have in the past placed myself to some inconvenience from defending railroad companies from what I considered unjust charges, and I shall not



hesitate to do it in the future. I regret ever so much my inability to present my case better to you, and I trust more to the justice of it than to the manner in which I have been able to present it. I thank you, and I think this is all I have to say, unless these gentlemen desire to ask some questions.

Commissioner Coffin: I want to ask you, Mr. Ripley, if I understood you correctly in reference to the increased commerce of the State. I see by the report of the Commissioners for 1879 they say that in view of the rapidly increasing commerce of the State, rates would be reduced, and I understood you to say in your opening argument that there was not as much business now as there was heretofore, on account of people consuming among themselves more, and shipping out less and shipping in less. I wish to ask if I understood you correctly?

Mr. Ripley: You understood me correctly. The commerce of the State increases, but the trade is done more out of the State, and the property moved was less than ten or twenty years ago. The State of Iowa furnishes less business and less revenue to the railroads than it did ten years ago, across its line, on its border or anywhere else.

Commissioner Dey: I do not think you exactly understand it. The earnings of the roads in this State when the board was organized was something like thirty millions. The last report shows about thirty-six millions. There is an increase, but I suppose that was largely due to the earnings of interstate traffic.

Mr. Ripley: The State of Iowa furnishes less business than it did ten years ago. The roads have done more business, but it is not business that originates in the State or terminates in the State; it goes across the State.

Commissioner Smith: Does that really have anything to do with the rates in Iowa, more than it would be an argument that they should not be reduced?

Mr. Ripley: It has nothing to do with the rates in Iowa except as on freight. The Governor's argument is that the railroads are better able to reduce the rates on coal because they have reduced the other rates. We are obliged to haul the goods from the west for a less sum than we charge legally.

Commissioner Smith: Does not your increased revenue on coal make the business in Iowa cheaper than you did it ten years ago?

Mr. Ripley: Yes, sir, and we are doing it cheaper. The State of Iowa is hardly the one to take the benefit of that. The reduction has come mainly on through business. And another point I think is hardly fair, although I do not think the Governor has intended to be unfair. He said I had suggested the States most favorable to our side. I had no idea you would take our statements in this matter. I supposed you would satisfy yourselves. I merely instanced those cases, because they were the States immediately surrounding you. Not because they were in some cases lower, and in some higher.

Governor Larrabee: Do you suppose there is a road in the State that is not hauling coal now for even less than Missouri Commission rates?

Mr. Ripley: I doubt very much whether there is a road in the State haul-

ing as low as that. Heretofore we had not supposed we were guilty of unjust discrimination when we put a mine two hundred miles distant from the market on a footing with one a hundred miles. We did not understand that was discrimination. We have been in the habit of taking from mines on the branches or on the main line east of the White Breast company's, so as to enable them to compete with the mines further west. The Commissioners say that is discrimination. That being the case we shall have to increase our rates so that the White Breast company will pay increased tariff. That is as I understand your decision. The law says equal rates per ton per mile shall be charged under like conditions and similar circumstances. You decide that the matter of distance does not affect the question.

Commissioner Dey: I do not think you can change the decision into a pro rata rate.

Mr. Ripley: That decision coupled with the reading of the law—your decision as to the circumstances, and the law as to the rate per ton per mile preclude us from taking action to put our mine on a par with another. In a mine ten miles west of the White Breast mine that mine will have to come down.

Commissioner Dey: I do not think that is a legitimate inference.

Mr. Ripley: That is the inference I have drawn coupling the two things together. All of Governor Larrabee's comparisons have been based upon distances far in excess of the route under discussion. The Ohio and Pennsylvania and New York Central roads have a traffic that is manifestly in excess of ours. They have cities the whole length of the line, almost. As far as my knowledge extends, I am certain that investigation will develop the fact that they are actually charging for the hauling of coal as much or more than we are to-day, notwithstanding the fact that their average earnings are so low. The low rate he gives is made up by the immense volume of their traffic, which of course must be carried at low rates if carried at all.

Governor Larrabee: I have taken only such authorities as I could find in Commissioners' office as a rule. The reference to the Chicago rates, I referred to as showing that there was a large volume of business. Railway companies were competing for the business ever so much below the rates I am contending for. If I was permitted to make comparisons with what other companies are charging at the present time, I would shame you out of the room almost, because there are companies now that have been this winter doing business in this State so far below this that anything I have mentioned is entirely reasonable.

Mr. Ripley: I do not question that in the least, but these companies were doing just what we were. They were taking Council Bluffs coal at \$1.25 because they had to. They were obliged to take it at that rate or not at all.

Governor Larrabee: Your former Council Bluffs rate of \$1.25 a ton is high indeed, as compared with rates on other companies' lines this last winter; very high even for short hauls, too. I could cite them to you not a hundred miles away from Des Moines that are far below anything I have mentioned here as being a reasonable rate.

Mr. Ripley: That may be possible too. There is another point I want to



bring up. We try to get as near the people as we can. I do not believe there is anybody doing business with our Iowa line who is afraid to make complaint to us or to the Commissioners.

I do not believe there is any feeling of that kind so far as our line is concerned. We make every possible effort to adjust every reasonable complaint without its coming to the Commissioners. Whenever one is made to us, we make it our business to see that the man is justly treated. We have made trips over the road for that especial purpose to hear complaints. We sent notices asking our agents to announce that we would be there on certain days ready to hear complaints anyone had to make. The number of complaints we have had on these trips has been very small. We have had some about grade crossings, etc. We have not had a dozen complaints about fares. As to unjust discrimination, I deny that there is any existing on the line of the Chicago, Burlington & Quincy. I deny that there has been anything of the kind in the last five years, and I deny that there has been any favoritism as to individuals, or any unjust discrimination.

Commissioner Dey: Do you know what Pennsylvania coal rates are?

Mr. Ripley: Only in a general way. I think the rate from Pittsburg to a station 136 miles out, say on the Pennsylvania, is higher than the rates to Glenwood.

Commissioner Dey: Can you get those rates?

Mr. Ripley: I think I can, and will agree to furnish them, whether they uphold my statement or not.

Commissioner Dey: I wish you would send us those rates, and anything you can give on the Ohio rates.

GOVERNOR WILLIAM LARRABEE,

VS.

CHICAGO, BURLINGTON & QUINCY  
RAILROAD COMPANY.

*Complaint of unjust discrimination  
against Glenwood and unreasonable  
rates at that point.*

Rehearing, filed March 7, 1887.

The position of the Commissioners in this case is anomalous. The complaint as presented makes it their duty to determine whether the Chicago, Burlington & Quincy Railroad Company in making a tariff of \$1.80 for hauling coal from Cleveland to Glenwood was charging an unreasonable rate; this they understand to be the entire case. They find themselves instead of judges to try the issue, arraigned by the Executive of the State and put on trial before the bar of public opinion, for the manner in which they have hitherto performed their duties, with the notice that unless they redeem themselves the "commission will have to go" and with the additional official information that the matters adjudicated by them have been trivial and unimportant. A few quotations from the Governor's speech before the

Board, April 9, taken by his reporter and furnished by him for publication in the leading papers of the State will we think bear out this statement.

EXTRACTS FROM GOVERNOR LARRABEE'S SPEECH.

"I do not feel that it is my duty to the commissioners to show you that the rate is an unreasonable one. \* \* \* It is your duty to ascertain for yourselves. This tribunal is not like a court of this State. It is the duty of a court to hear a case and make its decision from the case presented. This is not your duty at all. The law provides that you shall enquire for yourselves and ascertain whether railroad companies are violating the law or not. \* \* \* I was thoroughly convinced that if the commissioner law was enacted and lived up to, the people of the State would have no reason to complain. I believe there is ample law if lived up to. *Unless it is complied with better than it has been in the past few years, I am sorry to say this commission will have to go.* It has not secured the confidence of the people.

\* \* \* We all know how easy it is to let things drift. \* \* \* So far as the duties of the commissioners are concerned I will make a few references but I think \* \* \* they cannot afford to shut their eyes to this constant violation of our law on the part of the railway companies because they are powerful, because the have monies and incomes at their hands. I say to the commissioners \* \* \* you should know whether railroad companies are violating \* \* \* the statute in relation to overcharges and discriminations. You should not wait to have the complaints brought before you.

\* \* \* I have found during the last few months that many people have not made complaints for fear they would not receive proper attention and they get a just decision. \* \* \* A great many people get wrong impressions and on that account they refuse to make their applications and on that account it seems to me it is more especially the duty of the commissioners to watch the grievances and look up these violations of the law without waiting for complaints to be made." \* \* \* *"The trifling character of a large proportion of the expenses made upon the cases upon which this commission has been called upon to act and when you compare it with the \$35,000,000 that the railroad companies are receiving for services rendered in this State, you will agree with me that the companies have not at any great expense condescended to comply with the rulings of this board. I heard a gentleman say that he never would make a complaint to this board again; he made a complaint and the result was unsatisfactory."*

The Commissioners cannot disguise the fact that they approach the consideration of the question involved with an embarrassment they have never before felt in the performance of any official duty. In case they hold that the rate is reasonable they are practically threatened with the abolition of the commission. In case they hold the rate is unreasonable they are subjected to the criticism that their conclusions are the result of cowardice or that they are influenced by motives that should never weigh with any tribunal that is judicial in its character. They hardly hope to successfully extricate themselves from the position in which they are placed, but have no



alternative but to meet the situation, and abide the result. They have felt that self respect demanded this statement before they took up the case.

#### DECISION OF THE COMMISSIONERS.

On February 10, 1887, the Commission in answer to a complaint of the Governor decided that the rate charged by the Chicago, Burlington and Quincy railroad company from Cleveland to Glenwood was a discrimination against Glenwood. The section of the law that gave them authority for this finding was as follows: "And shall charge no more for transporting freight from any point on its line than a fair and just proportion of the price it charges for the same kind of freight transported from any other point." In the case decided the rate from Cleveland to Glenwood, 136 miles, was \$1.80 per ton; the rate from Cleveland to Council Bluffs over the same line, a distance of 157 miles, was \$1.25 per ton. They find, first, that it was clearly the idea of the above prohibition, as well as the entire law, that charges for transportation shall be equal under like circumstances. Second, that the circumstances are precisely alike except the distance is greater to the place of smaller than of larger charge; they ignored the circumstance of competition at Council Bluffs as a condition contemplated in the law that would justify a lower rate. Third, they did not regard the claim that coal cars from Council Bluffs might get return loads and could not at Glenwood, even if true, would justify a higher rate for the shorter distance. In their interpretation of the law they claimed they were fully in accord with the latest legislative expression upon the subject, the inter-state commerce law, which being the rule in inter-state commerce and not inconsistent with the provisions of the Iowa law, they advised "the C., B. & Q. R. Co. to revise its coal tariff in Iowa to conform to the above section." Acting upon this decision instead of lowering its Glenwood rates, the railroad company advanced its Council Bluffs rates to \$1.98. Neither party was satisfied with the decision and both asked a re-hearing. April 9th was fixed as the day for re-hearing. The Governor appeared in his own behalf, and Mr. Ripley, general freight agent, for the railroad company.

Mr. Ripley claimed that the coal tariffs of all the western States, except Illinois and Missouri, were higher than the Iowa tariff, gave the Massachusetts rate on hard coal for 141 miles as \$2.02 per ton. The rate on class "A" roads fixed by the Missouri Commissioners in 1885 for 136 miles is 95 cents per ton. The revised rate of the Illinois Commissioners for 135 miles was \$1.58. Mr. Ripley furnished the following rates for distances corresponding on the Pittsburg, Cincinnati & St. Louis railroad, from \$1.75 down to 70 cents: for short distances the rate is in some instances higher; apparently competition makes the rates at the lower points: This road carried 225,145,737 tons one mile per annum; the Chicago, Burlington & Quincy in Iowa, 58,735, 104; the Chicago, Burlington & Quincy coal tonnage being 26 per cent of this road. The rate charged by the Columbus, Hocking Valley & Toledo Railway on tariff in effect before April 4th, is for 138 miles \$1.60; on tariff

made April 4, 1887, is \$1.20 for 138 miles; the Chicago, Burlington & Quincy Iowa coal tonnage is 41 per cent of the Ohio tonnage of this road. The rate charged by the Pennsylvania Railroad Company for 137 miles is \$1.62; 143 miles, is \$1.65; 140 miles, \$1.65. Competitive points seem to make some difference in rates. The coal tonnage of the Pennsylvania road is not furnished, but is undoubtedly very large. The New York, Lake Erie & Western Railroad Company gives the rate for 136 miles as \$1.50, its coal traffic being a very large per cent of its tonnage. Fourteen stations from 126 to 181 miles, an average of 153 miles, on the Columbus, Hocking Valley & Toledo Railroad, have but one price, and that is \$1.25 per ton. On the New York, Lake Erie & Western, five stations, from 143 to 198 miles, an average of 166 miles, have an average rate of 1.64, which would make the rate on 136 miles \$1.26. Seven stations on the Pittsburg, Cincinnati and St. Louis Railroad, running from 131 to 139 miles, and averaging 134 miles, have an average rate of \$1.31. On the Pennsylvania Railroad an average of 137 miles bears an average rate of \$1.58. The Pittsburg, Cincinnati & St. Louis, Cincinnati, St. Louis & Pittsburg and Indiana & Vincennes railroads have a joint tariff on which the average of 130 miles has an average rate of \$1.22. Four stations have rates as follows: 100 miles, \$1.15; 120 miles, \$1.20; 140 miles, \$1.25; and 160 miles, \$1.30. The Minneapolis & St. Louis makes its rate on 136 miles \$1.44. The Missouri Commissioner's rate for 136 miles is \$1.04 per ton, and the Illinois Commissioners' rate for 136 miles is \$1.56.

Mr. Ripley stated that he was unable to lay down any fixed rule for determining the cost of the service rendered, and stated that the charges of railways doing a large coal business on long hauls was not a proper standard to measure the reasonable rate for short hauls on roads doing a small coal business.

Governor Larrabee, in reply, states that the determination of a reasonable rate is a very simple matter, and that we should not permit ourselves to be misled by the mystery attempted to be thrown around the subject. He states that a rate of \$1.25 to Council Bluffs, voluntarily fixed by the company, is *prima facie* evidence that the same rate to Glenwood would be reasonable; that the railroad companies are constantly hauling freight for less than tariff rates, which establishes the claim that tariff rates are unreasonably high; that a light business in carrying coal is proof that the rate is too high; the revenue to the United States postoffice has been increased with every reduction of postage. The Missouri Commissioners' tariff on coal, which is a terminal charge of fifty cents per ton, and an additional rate of four mills per ton per mile on all distances is remunerative, because the Commissioners say that very few of the roads are getting tariff rates. He states that the regular rate on all freight from Chicago to New York, 1,000 miles, has for years averaged sixty-six hundredths of a cent per ton per mile, and at the present time the roads are competing for the carriage at from 3 to 4 mills per ton per mile; that the corporations being parties in interest, should not be allowed to make their own tariffs. The Governor gives his judgment of what is a reasonable rate on coal, which is one cent



per ton per mile for one hundred miles, an increased rate for all less distances, and a decreased for all greater.

What is the meaning of section eleven of the Commissioners' law? "And shall charge no more for transporting freight from any point on its line than a fair and just proportion of the price it charges for the same kind of freight transported from any other point." They have a construction of this section from an eminent lawyer who is familiar with the history of the railroad legislation of the State. It is so full and complete that they insert it here entire: "The evident purpose of the statute is to prevent unjust discrimination against either persons or communities. Taken in reference to the history of this legislation, superseding, as it does, the so-called 'Granger law,' I think it is equally evident that it was not the purpose of the statute, nor should it be its construction, to apply to railway tariffs an ironclad rule based on the table of distances. I am led to this conclusion because it was enacted to avoid the defects and hardships of legislation of that character; and further, because if that had been the intent of the legislative mind, it could and would have been so expressed. It is impossible to see how a proportion can be greater than the whole. You will further observe that this is a penal statute, and as such is to be strictly construed under a familiar rule of construction. Further, you will observe that the language is, they shall charge only a fair proportion to the same point from different points, and does not expressly apply to shipments from the same points to different points.

"On the whole I think the question will turn on section 12 as to whether it is an unreasonable price rather than to attempt to apply an ironclad rule. Under section 11, I am of the opinion that the company is not necessarily limited to a charge absolutely proportioned to the relative distances but that it is a question of whether or not it is a reasonable charge, fair and proportionate all things considered. This seems to be the only fair and reasonable construction to be given. The case under consideration is *prima facie* a case of extortion and unjust discrimination and it is for the railway company to show such circumstances as would relieve it of that character and show it to be just, reasonable and in proportion to their other charges."

The discussion of the question involved in the rehearing of this case has convinced the Commissioners that every position taken in the former decision was correct, and the Glenwood charge as compared with the Council Bluffs charge was discrimination. The present case requires them in addition to determine what is a reasonable rate on a class "A" railroad for coal in carload lots for a distance of 136 miles. Very many of the cases cited to sustain the various views of the subject lost their force from the fact that the conditions and circumstances were different. A comparison of rates per ton per mile on freights carried from five hundred to one thousand miles with those carried 136 miles failed to furnish them the proper standard for determining the questions involved. The tariffs of the coal roads introduced show in every instance a concession of rates at competitive points and evidence of making rates at what the traffic will bear, rather than what is reasonable. The Commissioners recognizing the importance of this case,

and that it must be to a great extent a standard for determining coal rates generally in the State have sought information from all available sources and have arrived at this conclusion, that in class "A" roads a proper terminal charge should be thirty cents a ton, that a reasonable rate in addition for any distance up to one hundred miles should be nine mills per ton per mile; for distances between one and two hundred miles seven mills per ton per mile, for distances between two and three hundred miles six mills per ton per mile, for distances between three and four hundred miles five mills per ton per mile, for distances between four and five hundred miles, four mills per ton per mile. The reasonable rate from Cleveland to Glenwood would be terminal charges 30 cents per ton; haulage, nine mills per ton per mile for 100 miles ninety cents; haulage 36 miles at seven mills per ton per mile twenty-five cents; or total charge \$1.45 for this distance. If there is any error in this method of computing reasonable rates it is in short hauls running from five to fifty miles, tonnage which may be low. As this short haul is small they believe it will not materially effect coal earnings. At the time when the present Iowa tariff on coal was adopted they thought and still think the rate was reasonable. Various improvements which have the effect to cheapen the cost of transportation, such as the use of the steel rail, the use of heavier motive power and largely increased tonnage of cars, have, they think, changed the conditions for fixing a reasonable rate to the limit here made. Their view is that the rates cannot absolutely be fixed permanently, and that changed conditions may justify change of rates in the future. Coal is recognized as the very lowest grade of freight. As early as in 1870 Charles Francis Adams, the present president of the Union Pacific Railway Company, and at that time one of the Railroad Commissioners of Massachusetts, in his official report said: "There is no article of freight which admits of such cheap carriage as coal in bulk."

The criticism of the Commission by Governor Larrabee I do not regard as pertinent to this case, and am of the opinion that it should not be made a part of the statement thereof.

(Signed.)

SPENCER SMITH.



## REPLY OF GOVERNOR LARRABEE.

STATE OF IOWA,  
EXECUTIVE OFFICE, DES MOINES, July 30, 1887.

To the Honorable Board of Railroad Commissioners, Des Moines, Iowa:

GENTLEMEN—Your decision in the Glenwood case, dated May 7, 1887, was received in due time.

I desire to thank you for the step which you have taken in recommending a reduction of rates for railway transportation. While the reduction is not so much as I hoped for, yet, from your statement "that changed conditions may justify a change of rates in the future," I infer your willingness to consider the advisability of making further reductions, and I am quite sure if you will continue to examine into the subject, you will be convinced of the propriety of so doing.

You cite Mr. Charles Francis Adams as authority, and quote from his official report the statement that "there is no article of freight which admits of such cheap carriage as coal in bulk." And, indeed, when we consider that for the transportation of coal, depot accommodations are not required, that only the most cheaply constructed cars are necessary, and that the insurance is insignificant; and, when we consider, on the other hand, that for almost every other article, extensive depot accommodations and expensive cars are required, and that insurance is an important factor to be considered in fixing rates, we must conclude that the rate for the transportation of coal should be among the lowest.

In your report for 1880 (page 173) you state a fact well known, viz., that "the tariff of ten years ago, as compared with present charges, seems extortionate, and yet the railroads then were not making as much money or as prosperous as they are to-day."

Mr. Hadley says on page 104 of his recent work on railways: "But it is safe to say that they (transportation rates) have been reduced 50 per cent nominal, or, making allowance for the gold premium of 1870, 35 per cent actual."

If, instead of comparing rates with the Hocking Valley, New York, and Pennsylvania roads you will turn to rates prevailing upon the roads in our own State, you will find much encouragement. You will notice that the rates at competitive points, as quoted by Mr. Ripley, are in many cases, if not in every case, lower than the rates established by your decision.

When proper deductions are made for the depreciated value of our currency at the time the Granger Rates were established in 1874, the rates which you now recommend are only about six per cent lower than the rates fixed as reasonable at that time.

Upon your invitation I presented to you a scale of rates which, in my opinion, would be reasonable for the roads of Class "A" in this State. I afterwards found that they were substantially the same as the rates established by the Missouri Commissioners, which are 50 cents per ton for terminal charge, and five mills per ton per mile for the haul.

I shall be pleased to present to you from time to time such information as I can procure that will aid you in your work.

Below find a table of rates selected from the tariff sheets of the various railroad companies for April and May of this year, and compared with the rates you recommend:

|  | Number of miles. | Rate. | Per ton per mile. | Iowa Commission-ers' rate. | Iowa rate higher—per cent. |
|--|------------------|-------|-------------------|----------------------------|----------------------------|
| Des Moines to Peoria—Diagonal .....                              | 304.2            | 25    | 74                | 2.62                       | 12                         |
| La Salle to Dubuque—Illinois Central .....                       | 148.1            | 30    | 87                | 1.63                       | 17                         |
| Oglesby to Dubuque—Illinois Central .....                        | 151.1            | 30    | 87                | 1.55                       | 19                         |
| Wenona to Dubuque—Illinois Central .....                         | 160.1            | 30    | 76                | 1.68                       | 29                         |
| Minonk to Dubuque—Illinois Central .....                         | 179.1            | 30    | 72                | 1.75                       | 34                         |
| Streator to East Dubuque—Chicago, Burlington & Northern .....    | 268.1            | 00    | 48                | 1.94                       | 94                         |
| Roanoke to Clinton—Chicago & Northwestern .....                  | 258.1            | 00    | 50                | 2.24                       | 72                         |
| Minonk to Comanche—Chicago & Northwestern .....                  | 250.1            | 00    | 52                | 2.20                       | 69                         |
| Streator to Low Moor—Chicago & Northwestern .....                | 236.1            | 50    | 63                | 2.11                       | 40                         |
| Coal City to Chelsea—Chicago & Northwestern .....                | 319.1            | 75    | 55                | 2.50                       | 45                         |
| Roanoke to Cedar Rapids—Chicago & Northwestern .....             | 319.1            | 75    | 54                | 2.50                       | 68                         |
| Roanoke to Belle Plaine—Chicago & Northwestern .....             | 374.1            | 75    | 46                | 2.87                       | 64                         |
| Roanoke to Marshalltown—Chicago & Northwestern .....             | 408.1            | 75    | 42                | 3.00                       | 73                         |
| Roanoke to Council Bluffs—Chicago & Northwestern .....           | 608.2            | 95    | 48                | 3.83                       | 20                         |
| Streator to Boone—Chicago & Northwestern .....                   | 428.2            | 00    | 46                | 3.11                       | 55                         |
| Minonk to Ames—Chicago & Northwestern .....                      | 434.1            | 90    | 43                | 3.13                       | 64                         |
| Roanoke to Webster City—Chicago & Northwestern .....             | 474.2            | 15    | 45                | 3.30                       | 53                         |
| Roanoke to Algona—Chicago & Northwestern .....                   | 532.2            | 50    | 46                | 3.32                       | 40                         |
| Valeria to Cedar Rapids—Diagonal, etc. ....                      | 124.1            | 22    | 98                | 1.37                       | 12                         |
| Valeria to Northwood—Diagonal, etc. ....                         | 169.1            | 50    | 88                | 1.68                       | 12                         |
| Valeria to Spirit Lake—Diagonal, etc. ....                       | 229.2            | 00    | 87                | 2.07                       | 3                          |
| Valeria to Des Moines—Diagonal, etc. ....                        | 22               | 40    | 1,81              | 49                         | 22                         |
| Valeria to Boone—Chicago & Northwestern .....                    | 8                | 30    | 3,75              | 37                         | 23                         |
| Chicago to West Union—Chicago, Milwaukee & St. Paul .....        | 271.2            | 05    | 75                | 2.50                       | 13                         |
| Chicago to Charles City—Chicago, Milwaukee & St. Paul .....      | 370.2            | 40    | 64                | 2.85                       | 18                         |
| Chicago to Lansing—Chicago, Milwaukee & St. Paul .....           | 266.2            | 00    | 76                | 2.29                       | 14                         |
| Valeria to Livermore—Diagonal .....                              | 156.1            | 40    | 93                | 1.69                       | 13                         |
| Roanoke to Boone—Chicago & Northwestern .....                    | 400.2            | 00    | 43                | 3.24                       | 62                         |
| Roanoke to Sioux Rapids—Chicago & Northwestern .....             | 556.2            | 75    | 49                | 3.62                       | 31                         |
| Roanoke to Carroll—Chicago & Northwestern .....                  | 515.2            | 44    | 47                | 3.46                       | 41                         |
| Roanoke to Tipton—Chicago & Northwestern .....                   | 317.1            | 75    | 55                | 2.58                       | 47                         |
| Chicago to Mason City—Chicago, Milwaukee & St. Paul .....        | 398.2            | 50    | 62                | 2.99                       | 19                         |
| Chicago to New Hampton—Chicago, Milwaukee & St. Paul .....       | 351.2            | 25    | 64                | 2.76                       | 22                         |
| Chicago to Spencer—Chicago, Milwaukee & St. Paul .....           | 497.3            | 00    | 60                | 3.38                       | 12                         |
| Chicago to Enfield—Chicago, Milwaukee & St. Paul .....           | 258.2            | 00    | 77                | 2.25                       | 12                         |
| Streator to Vail—Chicago & Northwestern .....                    | 341.2            | 75    | 80                | 3.41                       | 24                         |
| Milwaukee to Delaware—Chicago, Milwaukee & St. Paul .....        | 318.2            | 00    | 62                | 2.59                       | 29                         |
| Chicago to Estherville—Chicago, Milwaukee & St. Paul .....       | 498.2            | 90    | 58                | 3.38                       | 16                         |
| Streator to Jefferson—Chicago & Northwestern .....               | 457.2            | 23    | 48                | 3.23                       | 44                         |
| Streator to Webster City—Chicago & Northwestern .....            | 442.2            | 15    | 48                | 3.17                       | 47                         |
| Chicago to Garner—Chicago, Milwaukee & St. Paul .....            | 419.2            | 50    | 59                | 3.08                       | 23                         |
| Coal City to Hubbard—Chicago & Northwestern .....                | 379.2            | 10    | 55                | 2.89                       | 37                         |
| Roanoke to Logan—Chicago & Northwestern .....                    | 578.2            | 95    | 51                | 3.71                       | 25                         |
| Chicago to Cresco—Chicago, Milwaukee & St. Paul .....            | 343.2            | 35    | 68                | 2.71                       | 15                         |
| Roanoke to Chicago—Chicago & Northwestern .....                  | 508.2            | 20    | 43                | 3.42                       | 55                         |
| Roanoke to Osceola—Chicago & Northwestern .....                  | 646.2            | 73    | 56                | 3.58                       | 16                         |
| Roanoke to Maquoketa—Chicago & Northwestern .....                | 296.1            | 75    | 59                | 2.48                       | 41                         |
| Roanoke to Anamosa—Chicago & Northwestern .....                  | 329.2            | 00    | 60                | 2.64                       | 32                         |
| Valeria to Rock Rapids—Burlington, Cedar Rapids & Northern ..... | 386.2            | 50    | 87                | 2.61                       | 4                          |
| Chicago to Ottumwa—Chicago, Milwaukee & St. Paul .....           | 422.2            | 50    | 59                | 3.09                       | 23                         |
| Roanoke to Onawa—Chicago & Northwestern .....                    | 628.3            | 00    | 48                | 3.90                       | 30                         |
| Muchakinoek to Cedar Rapids—Chicago & Northwestern .....         | 391.00           | 00    | 61                | 3.01                       | 19                         |
| Muchakinoek to Audubon—Chicago & Northwestern .....              | 246.1            | 25    | 50                | 2.18                       | 14                         |
| Boone to Lisbon—Chicago & Northwestern .....                     | 138.1            | 25    | 90                | 1.47                       | 17                         |
| Des Moines to Mt. Vernon—Chicago & Northwestern .....            | 160.1            | 25    | 78                | 1.62                       | 29                         |
| Des Moines to Muchakinoek—Chicago & Northwestern .....           | 167.1            | 25    | 74                | 1.67                       | 33                         |
| Moingona to Cedar Rapids—Chicago & Northwestern .....            | 127.1            | 25    | 98                | 1.39                       | 11                         |
| Des Moines to Almont—Chicago & Northwestern .....                | 235.1            | 35    | 57                | 2.11                       | 56                         |
| Moingona to Almont—Chicago & Northwestern .....                  | 218.1            | 35    | 61                | 2.01                       | 48                         |
| Muchakinoek to Bryant—Chicago & Northwestern .....               | 195.1            | 15    | 58                | 1.88                       | 64                         |
| Boone to Goose Lake—Chicago & Northwestern .....                 | 222.1            | 45    | 65                | 2.03                       | 40                         |
| Des Moines to Maquoketa—Chicago & Northwestern .....             | 263.1            | 50    | 57                | 2.28                       | 52                         |
| What Cheer to Anamosa—Chicago & Northwestern .....               | 225.1            | 25    | 55                | 2.05                       | 64                         |
| Muchakinoek to Marshalltown—Chicago & Northwestern .....         | 98.1             | 00    | 1.02              | 1.18                       | 18                         |
| Des Moines to Center Junction—Chicago & Northwestern .....       | 296.1            | 50    | 52                | 2.42                       | 61                         |
| Des Moines to Anamosa—Chicago & Northwestern .....               | 296.1            | 50    | 50                | 2.48                       | 65                         |



## ILLINOIS COMMISSIONERS' TARIFF OF JULY 20, 1887.

|     | Number of miles. | Rate. | Per ton per mile. | Iowa Commission-ers' rate. | Iowa rate higher—per cent. |
|-----|------------------|-------|-------------------|----------------------------|----------------------------|
| 100 | 1.00             | 1.00  | 1.20              | 26                         |                            |
| 150 | 1.20             | .80   | 1.55              | 29                         |                            |
| 200 | 1.40             | .70   | 1.90              | 35                         |                            |
| 300 | 1.85             | .50   | 2.50              | 61                         |                            |
| 400 | 1.90             | .40   | 3.00              | 87                         |                            |
| 500 | 1.65             | .33   | 3.40              | 106                        |                            |

## MISSOURI COMMISSIONERS' TARIFF OF APRIL 1, 1886.

|     |      |      |      |     |
|-----|------|------|------|-----|
| 100 | 1.00 | 1.00 | 1.20 | 26  |
| 150 | 1.20 | .88  | 1.45 | 29  |
| 150 | 1.25 | .83  | 1.55 | 31  |
| 200 | 1.40 | .75  | 1.90 | 35  |
| 300 | 2.00 | .60  | 2.50 | 55  |
| 400 | 2.50 | .62  | 3.00 | 70  |
| 500 | 3.00 | .60  | 3.40 | 113 |

## IOWA COMMISSIONERS' TARIFF OF MAY 7, 1887.

|     |      |      |      |      |
|-----|------|------|------|------|
| 100 | 1.20 | 1.20 | .... | .... |
| 150 | 1.55 | 1.03 | .... | .... |
| 200 | 1.90 | .95  | .... | .... |
| 300 | 2.50 | .83  | .... | .... |
| 400 | 3.00 | .75  | .... | .... |
| 500 | 3.40 | .68  | .... | .... |

## FORMER GLENWOOD TARIFF.

|     |      |      |      |    |
|-----|------|------|------|----|
| 136 | 1.80 | 1.32 | 1.45 | 19 |
|-----|------|------|------|----|

It is well for us to reckon latitude and longitude occasionally from our own observations. Iowa is not less interested in transportation now than she was formerly. Her transportation business is immense; that of our capital city alone is probably over a \$1,000,000 per annum. We now mine in this State over 4,000,000 tons of coal yearly. If the average haul is 150 miles, as stated by Mr. Ripley, this item alone is over \$6,000,000, which has nearly all grown up during the last fifteen years.

I think if you will present this question to the railroad managers with your best energy and ability, they will be easily convinced of the propriety of establishing lower rates as well as of the fact that lower rates will tend to increase the revenue of their roads.

Cheap fuel is a great stimulant to all industrial interests; to this England owes largely her success in commanding the trade of the world. The same rule holds good in the United States. Hence, Iowa with the second largest area of coal lands of any state in the Union, and with a coal product that has grown four fold during the last fifteen years, should not overlook the great importance of this industry.

A lower rate for transportation of coal cannot but have a beneficial effect upon the shipping and mining interests of the State. It would reduce the cost to the consumer, increase consumption, and thereby increase the business of the railroad companies. It would give better compensation to the miners and also give them more constant employment.

The New York Commissioners a few years ago reduced the rate on milk and thereby effected for the dairymen and the consumers a yearly saving of \$200,000 on one road.

The Railroad Commissioners of Missouri in a circular dated February 20, 1885, make the following statement:

"In conclusion of this branch of the subject it may therefore be reaffirmed that the operation of our system of regulating transportation by railroad, inaugurated under our law of 1875, of which system the railroad commission forms an indispensable part, has wrought during the ten years of its past existence, an absolute saving to the people of the State of not less than thirty million dollars in cash, and that it is still working a saving of not less than half a million annually."

I find that the tariff established by the Illinois Commissioners, and in force July 20th, has for the 100-mile haul a rate identical with the one which I recommend to you, while the rates for greater distances are very much lower than yours.

I am still thoroughly convinced that the rates of Class "A" roads for the transportation of coal should be such as I recommended to you, or about 20 per cent lower than your rates of May 7th; and I desire to urge upon you the necessity of a revision of these rates.

In reply to the prologue of your decision and the garbled extracts from an uncorrected report of my statements, I will say that the legislature only has the power to abolish the Board of Railroad Commissioners. Whatever remarks I made before your Board were offered for the purpose of increasing its efficiency, and were intended for its protection, rather than its destruction.

Very respectfully,

WM. LARRABEE.

T. R. STITE ET AL., ST. CHARLES, IOWA,

VS.

CHICAGO, ROCK ISLAND & PACIFIC RY CO.,  
DES MOINES, OSCEOLA & SOUTHERN R. R. CO.

} Station at crossing.

## DECISION OF THE COMMISSIONERS.

DES MOINES, IOWA, Feb. 11, 1887.

T. R. STITE, Esq., St. Charles, Iowa:

DEAR SIR—We have investigated your complaint with regard to want of facilities at the crossing of the Chicago, Rock Island & Pacific and Des Moines, Osceola & Southern Railways near Des Moines. There is at that point a platform 32x40 feet, and a box car in which passengers can be seated. The travel is very light. The total receipts from that point for the six months beginning July 1, and ending January 1, 1887, was \$158.81; total passengers 390; daily average passengers 2.4; daily average passenger receipts \$1; daily average receipts per passenger, 41 cents. The above is for the Chicago, Rock Island & Pacific Railway.

For the period beginning October 1 and ending December 31, 1886, the total fares received by the Des Moines, Osceola & Southern Railroad were 114, aggregating \$74.45. On the latter road there is a station (Prole) north 1.98 miles, and another (Wick) 2 miles south. On the Chicago, Rock Island & Pacific Railway there is a station east about 2 miles (Lathrop), and to the west Bevington is about 3 miles distant. There is very little transfer from one road to the other. Passengers from Des Moines to Winterset can take



the Winterset train at Des Moines, and passengers from Des Moines to Osceola or points south can take the Osceola train at Des Moines. The Des Moines, Osceola & Southern Railway is a bankrupt road, now being in the hands of a receiver, and is soon to be sold under foreclosure proceedings. The receiver informs us that the road is unable to pay operating expenses. He also states that the point of crossing is sometimes four feet under water in time of floods, and that if the road should fall into the hands of parties possessing means to better the line, they may conclude to make material changes in the road-bed at that point, possibly making an overhead crossing, which change, in the opinion of the receiver, would be advisable on account of the danger from water.

Under all the circumstances, and considering the heavy expense to be incurred, if a station house and further accommodations should be ordered at that point, and the inability of one of the roads to make such expenditure, the Commissioners do not feel it their duty at this time to make any order in relation thereto.

By order of the Board.

E. G. MORGAN, *Secretary.*

JURGEN ROHMER, PAULLINA, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY CO.

*Damages for stock killed.*

Filed December 13, 1886.

The complainant made claim through the Commissioners for the value of a heifer alleged to have been killed by a train on respondent's road near Paullina. On investigation it was found that the animal was killed at a highway crossing where the fences and cattle-guards were in good order, which seemed according to the law to relieve the company from liability, inasmuch as the engineer of the train made every effort possible to drive the animal off and avoid striking her. However, in view of valuable assistance rendered by the complainant in aiding the section men on this road to extinguish some fires along the track, the company consented to pay for his loss by reimbursing him for his services, which was satisfactory as a settlement of the matter.

JOHN JOHNSON, HUXLEY, IOWA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.

*Discrimination.*

Filed December 17, 1886.

Mr. Johnson complained to the Commissioners that during the period between August 5th, 1885, and March 13th, 1886, he had shipped over the Chicago, Milwaukee & St. Paul Railway ten car loads of corn and oats, at the rate of 18 cents per hundred, and that two other shippers from the same point were shipping at the rate of 16 cents; that one of these told him that he, the complainant, could ship in his name at the latter rate; that he had applied to the company for a rebate on these shipments, but had been refused. Having referred the matter to the proper officers, the Board was informed on December 21st that this claim had been ordered paid, and on December 23th complainant advised them of its satisfactory settlement.

CHAMBERLIN & CO., WINTHROP, IOWA,

vs.

ILLINOIS CENTRAL RAILROAD COMPANY.

*Excessive rates.*

Filed December 21, 1886.

#### DECISION OF THE COMMISSIONERS.

Upon investigation of a complaint made by the parties with reference to the rate of flour from Winthrop to Cedar Falls, the Commissioners find that the rate is that fixed by the Iowa distance tariff. Comparing it with the Illinois distance tariff, it is found to be only ten cents per ton higher, the Iowa rate being \$1.80 per ton and the Illinois rate \$1.70, for the same distance.

The Illinois tariff is that made by the Board of Railroad and Warehouse Commissioners, and published in November, 1886.

The passage of the inter-state commerce bill will probably have some effect upon local rates, and until its practical operation is noticed, it is impossible to tell what that effect may be.

The Commissioners think it is wise for the time to leave matters in their present condition, until the effect of the law above referred to can be known.

*Des Moines, February 11, 1887.*



A. M. BRIDGE, GOLDFIELD, IOWA,

vs.

BURLINGTON, CEDAR RAPIDS &amp; NORTHERN R'Y CO. }

*Damage to property  
by fire.*

Filed December 21, 1886.

Complainant made claim before the Board for damage to hay, alleged to have been burned by fire set out by an enigne on respondent's road in July, 1886. Referring the claim to the proper officer, the Commissioners were informed that payment of it had been refused by the company, on the ground that their engines were equipped with the best appliances for preventing fire, and that they were therefore not liable before the law. The Board was afterward informed by complainant that his claim had been paid, although the company still denied their liability, and he asked the opinion of the Commissioners on this point. In reply they cited to him the law and the rulings of the courts of Iowa on the subject of fire starting outside the right of way of a railroad.

W. D. FAUSER, WIRT, IOWA.

vs.

HUMESTON &amp; SHENANDOAH RAILROAD CO. }

*Failure to carry out stipula-  
tions claimed to be in con-  
tract for right of way.*

Filed December 23, 1886.

## DECISION OF THE COMMISSIONERS

On December 22, 1886, W. D. Fauser, a farmer living on the line of the Humeston & Shenandoah Railroad, near the town of Wirt, in Ringgold county, Iowa, made the following complaint: In 1882, when the right of way was acquired by the company through his farm, a part of the consideration therefor was an underground crossing for his cattle. Mr. Fauser says that the crossing has not been constructed as agreed upon, and that in building the road waste dirt was thrown beyond the right of way, covering fifty-three rods of his land, for which he has never been paid.

Mr. Murphy, General Manager of the railroad, says that he cannot find any agreement to provide an underground crossing for cattle for Mr. Fauser among the papers of his office, and sends copy of Mr. Fauser's deed for right of way, in which the only consideration named is one hundred and fifty dollars. He also sends an affidavit of L. W. Forgrave, who procured the right of way of Mr. Fauser, in which he states that "he did not at any time as a part of the consideration for said right of way, promise or consent to make, or have made an underground crossing on the above described premises." Mr. Fauser, in addition to his own statements furnishes the

affidavits of A. J. Hess, and Seward Fauser, who state that they were present when the right of way was procured, and that Mr. Forgrave agreed to put in an under crossing for cattle, as part of the consideration for right of way; that Mr. Fauser asked that it be put in the contract, but that Forgrave stated that it was not necessary to put this in writing. The statements are contradictory and seem to indicate that one party or the other had forgotten exactly what did take place. In a strictly legal proceeding, the written contract would be the evidence of the bargain, and courts would not recognize anything that was not contained in it.

This commission, however, from the evidence furnished has reasonable grounds to believe that the underground crossing was a subject of discussion between the parties, and that three of them think it was a part of the consideration. They would therefore advise that it be put in at as early a date as practicable.

They recommend this more readily from the fact the cost is light, and as Mr. Fauser's water is on one side of the railroad and his buildings on the other, it would be of very great value to him.

Mr. Fauser having proposed to remit any claim for land covered by waste dirt if the crossing is put in, the Commissioners have considered his proposition as part of their finding.

*Des Moines, Iowa, April 22, 1887.*CITIZENS OF WALNUT AND VERNON TOWNSHIPS,  
PALO ALTO COUNTY, IOWA,

vs.

BURLINGTON, CEDAR RAPIDS & NORTHERN RAIL-  
WAY CO.  
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO. }*Station at crossing.*

Filed January 6, 1887.

On May 4, 1886, the Commissioners recommend that a station be located and built at the crossing of Burlington, Cedar Rapids & Northern and Chicago Milwaukee & St. Paul Railways, seven miles north of Emmetsburg in Palo Alto county, in accordance with the wishes and necessities of residents of that vicinity, it being understood at that time that a large amount of business would be done at the point, if station facilities were furnished. December 29, 1886, a letter was received from E. P. McEvoy, a resident of Palo Alto county, informing the Board that the station had not yet been built, and furnishing a number of certificates from person residing in the neighborhood of this crossing, shewing that they were raising large amounts of grain, and stock which would be marketed there, if station facilities were provided. Replying to a letter from the Board, President Ives of the Burlington Cedar Rapids & Northern Railway stated that a sidetrack had been



constructed at this point, and he had been waiting for the farmers and shippers to furnish business at the point, but that nothing had been shipped from there up to the commencement of the present year. He, however, promised to put in stock yards and cover a platform for the use of passengers at the point, which was accepted by the complainants as satisfactory to their demands for the present.

S. P. BARR, EAGLE GROVE IOWA,

vs.

MASON CITY & FORT DODGE RAILROAD  
COMPANY.

} Overcharge.

Filed January 10, 1887.

Complainant was overcharged in the sum of twenty-five cents on a shipment of empty market baskets from Mason City to Eagle Grove on respondent's road. It was found to be the result of a mistake on the part of the company in publishing their tariff of rates, and the amount of overcharge was promptly refunded.

S. R. DAWSON, PERCY, IOWA,

vs.

WABASH, ST. LOUIS & PACIFIC RAILWAY  
COMPANY.

} Shipping facilities; removal  
of switch.

Filed January 13, 1887.

#### DECISION OF THE COMMISSIONERS.

Mr. Dawson's complaint is that in March or April, 1886, he made an agreement with Mr. Meek, Superintendent of the Wabash, St. Louis & Pacific Railway, by which the railway company was to put in a siding for the purpose of loading wood and coal, on land that he occupied by lease in section 9, township 77, range 21 west, in Percy township, Marion county, Iowa, Mr. Dawson to do the grading necessary at his own expense.

The track was completed in the latter part of August, 1886, and used consecutively until January 11, 1887, when Mr. Meek ordered the frog removed, and by this action Dawson has since then been kept out of market with his wood and coal.

A copy of the complaint was forwarded to Mr. Meek, who in reply, dated

January 18, 1887, admits the facts as charged, and justifies his action on the ground that the siding is a public one, constructed for the use and benefit of the public, and that Mr. Dawson refused to allow other parties to reach this track over the lands he leased without the payment to him of two dollars per car, there being no highway or approach to this siding except through private property.

On January 24th, Mr. Meek writes the Commissioners that he has received a petition from parties in the vicinity interested in the maintenance of this switch, asking him to replace it, and that it is his purpose to put the frog back and give a reasonable time to have the highway opened to it.

In case this is done, the interest of all parties would seem to be fully served, and the case will be dismissed.

*Des Moines, Iowa, January 28, 1887.*

CITIZENS OF NORMAN, IOWA,

vs.

MINNEAPOLIS & ST. LOUIS RAILWAY  
COMPANY.

} Diversion of business by construction  
of side-track.

Filed January 19, 1887.

#### DECISION OF THE COMMISSIONERS.

January 18, 1887, Mr. S. R. Cross, in behalf of the business men and trustees of the town of Norman, writes the Commissioners, asking them to interfere in behalf of the town and prevent its business being diverted by the action of the Minneapolis & St. Louis Railway Company. To understand the case fully, it may be well to state that the town of Norman is a station on this road in Iowa, within one mile of the south line of Minnesota; that the citizens paid a bonus of five per cent on the valuation of their property to secure the location of the depot, side-tracks and town, and donated to the company a strip of land through town three hundred feet in width for station facilities.

The complaint is that the company has built a spur track in Minnesota, a short distance north of the State line, which results in a diversion of business that would otherwise go to Norman. The complaint seems to be that having taken the money and land of the citizens of Norman, the railway company in equity should not establish a rival point for business so near. The answer of the railway company is that the portion of their line in Iowa is very poor paying property, and that the effort of the officers has been to develop and draw business to it. That at the request of certain citizens of Minnesota, representing that owing to the location of several main roads that converge at the point complained of, the company by putting in a spur-track could secure considerable grain and other business which now goes to



other railroads, they had put in this track in the expectation of increasing their traffic.

It seems to the Commissioners that they may properly exert their authority and influence in securing to citizens of Iowa additional railroad facilities, but that "public policy" would hardly justify them in using their official position to prevent any parties getting all the business advantages they can from the railroads.

This case, however, is entirely outside their jurisdiction. Neither the Commissioners nor the State of Iowa could dictate to a railroad company what facilities should be furnished in Minnesota to citizens of that State, the jurisdiction of neither extending beyond the State line.

*Des Moines, Iowa, January 28, 1887.*

C. C. RISK, FAIRFIELD, IOWA,

VS.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

} Rates on corn.

Filed January 20, 1887.

C. C. Risk, of Fairfield, Iowa, made complaint to the Board that on October 7th, and November 1st he was charged twenty cents per hundred on two cars of corn from Red Oak to Fairfield, a distance of 191 miles, and on October 29th was charged the same rate on a car to Lockridge, 203 miles. He thought the rate unreasonable.

According to the Iowa distance tariff of this company the rate on corn for any distance in excess of 190 miles is twenty cents per hundred pounds, this being the highest charge for any distance in the State. The complaint was referred to General Freight Agent Ripley, who wrote the Commissioners on February 8th that in view of the fact that they had reduced their rates since the time these shipments were made to fifteen cents, he would refund five cents per 100 on these cars, making the rate the same as since the reduction.

The rate of fifteen cents per 100 was a reduction made at the request of the Commissioners, in view of the deficiency of corn for feeding purposes in Eastern Iowa.

JOSEPH GAFFORD, BURLINGTON, IOWA,

VS.

CITIZENS OF MURRAY, IOWA.

} Removal of elevator; dangerous highway crossing.

Filed January 20, 1887.

#### DECISION OF THE COMMISSIONERS.

The decision of the Commissioners in the case of the citizens of Murray vs. Chicago, Burlington & Quincy Railroad Company, set forth in their report for 1886, page 565, being unsatisfactory to Mr. Gafford, the owner of the elevator mentioned in that decision, he addressed the Board on the 17th of January, 1887, claiming that the Commissioners (only one being present at the former hearing) had been led into some errors, and had overlooked some points. He gave the distance of the depot as 203 steps east of the crossing; he alleged that all trains west bound which stop at Murray come to a full stop at the depot, and as most trains stop, the percentage of danger from west bound trains is slight; that the elevator stands sixty-two steps east of the street, being between the street and depot; that the street in question is built upon solidly to within twenty steps of the track; that a person before crossing can see a clear track sixty-two steps from the crossing, when looking eastward, and from the same point a clear track twenty-nine steps when looking westward, on account of buildings on private lots running up to the right of way; that from the westward the track is down grade 779 steps to the depot, "so that all trains east bound pass this point without stopping, having to pass this point ere they reach the depot, and those trains passing east not stopping at Murray go at a greater rate of speed than those going west (barring the fast mail), as they have 576 steps distance from the top of grade at the west in which to get up speed ere they reach the point in question." He further claims that eight-tenths of the towns in Iowa have crossings far more dangerous than this one; that there are country crossings near curves equally as dangerous; that under the circumstances, as the railroad company has notified him to remove his elevator, an unjust burden is placed on him as to his private property. He asks the Commissioners to look over the ground again, verify his measurements and statements, and if their views are not changed by said inspection, to state definitely whether the removal of the elevator alone would change their views as to the danger, and whether they would consider the removal of the elevator to be the removal of the cause, or the great danger.

In accordance with Mr. Gafford's request, and desirous to save him, if possible, from what he deemed an unjust and unequal burden placed on him, Commissioner Dey, on the 15th of February, 1887, visited Murray, carefully inspected the crossing and its surroundings, and made sundry measurements, and now reports that the plat furnished by Mr. Gafford is mainly correct, but hardly gives a fair idea of the situation; that a man in the road within fifty feet of the track can see a train coming from the west for at least one-half a mile, the curve beginning a short distance from the crossing.



On the east a person comes within thirty feet of the crossing before he can see anything. The removal of the bridge would be of little avail in benefiting the situation, except for the short distance between the bridge and elevator. He reports that he was at the point from 1:25 P. M. to 3:25 P. M., and during that time six through freight trains going west passed the crossing without stopping, going at the rate of 15 to 18 miles per hour, and that during the same period the fast mail passed at a more rapid rate.

Of course it would have been a physical impossibility to have checked these trains, if anything had been on the track. In his opinion, while the elevator remains, there should either be a watchman at the crossing or a gate to be closed when trains are approaching. It is possible that four-fifths of the towns in Iowa, as claimed by Mr. Gafford, have worse crossings, of which there is doubt, but it has been the often expressed opinion of the Commissioners, and continues to be their opinion that no crossing should be allowed over the sidings and switches. In response to Mr. Gafford's request, the Commissioners say that the removal of the elevator will not cause the Commissioners to hold that the crossing is not a dangerous one. It will still be dangerous, because of a siding running the whole length of the station, which may be full of cars. In consideration of the above, the Commissioners reaffirm and reiterate what was formerly said with reference to this crossing. They are concerned solely with the safety of the public, and the preservation of human lives and property.

*Des Moines, Iowa, February 24, 1887.*

CITIZENS OF LATTY, IOWA,

VS.

BURLINGTON, CEDAR RAPIDS & NORTHERN  
RAILWAY COMPANY.

*Passenger train facilities.*

Filed January 25, 1887.

Hon. John S. Penny, for the citizens of Latty, made complaint to the Commissioners that the trains on respondent's road were not run so as to make it convenient for passengers desiring to go to Burlington from the stations of Latty, Sperry, Linton and other points in the morning and return in the afternoon. After a brief correspondence on the part of the Commissioners with President Ives of this road, the desired change was made, and complainants expressed themselves as being perfectly satisfied with the new arrangement.

BARRETT & SON, MOUNT VERNON, IOWA,

VS.

CHICAGO & NORTHWESTERN RAILWAY COMPANY.

*Overcharge.*

Filed February 3, 1887.

Under date of January 25, 1887, J. E. Barrett & Son of Mount Vernon, made complaint to the Board that the respondent company was charging them a twenty cent rate on corn from western Iowa, when, as understood, the transportation companies have agreed to make the rate fifteen cents. One of the Commissioners went to Chicago and called on Mr. McCullough, general freight agent of respondent's road, who consented to refund to complainant the amount charged in excess of the fifteen cent rate.

A. M. JENKS, SHELDAHL, IOWA,

VS.

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

*Removal of crossings,  
etc.*

Filed February 3, 1887.

On February 3, 1887, A. M. Jenks filed a complaint, asking the Railroad Commissioners to have all kinds of freight transferred at Sheldahl crossing, as at other stations, and asking that the railway companies be required to remove the barbed wire fence from the platform; that the crossing be removed so as to be in range with the street east and west, and cattle guards be put in south and north of the wires. Commissioner Coffin made an examination of the physical conditions complained of, and submitted the complaint to H. G. Burt, superintendent of the Chicago & Northwestern Railway, who replied that the company would have the wire fence removed soon, which promise has since been made good, and that the matter of making the point a regular freight billing station had been referred to the general freight department.

On May 16th H. R. McCullough, general freight agent of the Chicago & Northwestern company, replied substantially as follows: That Sheldahl station is but a short distance south of Sheldahl crossing, and fully takes care of that section of country; that the agent at Sheldahl crossing has been furnished with proper blanks and instructed to make the necessary transfer of freight.

On June 18, 1886, the Commissioners passed upon that portion of this com-



plaint which refers to making the crossing a billing station, and cannot see that the conditions then existing have sufficiently changed to warrant them in modifying the opinion rendered at that time.

*Des Moines, Iowa, May 26, 1887.*

D. A. BLANCHARD, ADEL, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY COMPANY,  
DES MOINES & FORT DODGE RAILROAD COMPANY,  
WABASH, ST. LOUIS & PACIFIC RAILWAY COM-  
PANY.

} Overcharge.

Filed February 3, 1887.

#### DECISION OF THE COMMISSIONERS.

In a letter bearing date of January 31, 1877, D. A. Blanchard of Adel, Iowa, by his attorneys, Woodin & Jackson, complained to the Commission that he had been overcharged the sum of sixteen dollars on a car of wagons shipped from Fond du Lac, Wisconsin, to Des Moines, and from that point re-shipped to Adel. To sustain this charge complainant filed the expense bill of the Wabash, St. Louis & Pacific Railway Company, together with the original bill of lading of the Chicago & Northwestern Railway Company, made at the point of original shipment. The expense bill disclosed the fact that the total sum of \$99.40 charges had been collected, of which amount \$14.40 were the freight charges from Des Moines to Adel over the Wabash, St. Louis & Pacific Railway, and \$85 back charges. The original bill of lading shows that the car of wagons was consigned to D. A. Blanchard, at Des Moines, Iowa, with the permission reserved to stop at Perry, Iowa, to unload part of the wagons for W. H. Chandler, and that the charges from Fond du Lac to Des Moines were to be \$69. The investigation disclosed the facts that the overcharge of \$16 complained of was made up of two items; one of \$13 made by the Des Moines Storage and Forwarding Company, for unloading the wagons from the standard car in which they were originally shipped, into a narrow-gauge car, and a charge of \$3 for switching done by the Chicago, Rock Island & Pacific Railway Company; that the complainant gave a written order to the Des Moines Storage and Forwarding Company to receive the car from the railroad company, and that in accordance with this order the car was so delivered to said company.

The Commission is of the opinion that the delivery of the car as above stated was a full compliance with the original bill of lading, and operated to discharge the roads complained of from any liability for the overcharges complained of.

*Des Moines, Iowa, April 22, 1887.*

GREAT WESTERN FUEL CO., GILMORE, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY CO.

} Delayed shipments.

Filed February 15, 1887.

The complainants, on August 1, 1885, shipped to Charles Isbell, at Sioux Rapids, a car of coal from Des Moines, via Des Moines & Fort Dodge and Chicago & Northwestern Railways. There was a delay of several days in forwarding the car from Rolfe, the point where it was transferred from the former to the latter road, and consignee refused to receive it on arrival at destination. It was sold by the company for the freight charges, and complainants now make claim through the Railroad Commissioners for the value of the coal, less the freight charges. The matter was satisfactorily adjusted between the parties with the assistance of the Commissioners.

LEWIS IGO, PALMYRA, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY CO.

} Overcharge.

Filed February 15, 1887.

The complainant shipped two cars of corn from Ida Grove to Clarkson, via Chicago & Northwestern and Chicago, Burlington & Quincy Railways. He paid a rate of 17 cents from Ida Grove to Des Moines, and by accidentally overloading the cars somewhat was obliged to pay for excess weight. In view of the charges on the shipments having been rather more than he had expected or could afford, Mr. Igo asked the assistance of the Board to have them reduced if possible, especially as a lower rate on corn had gone into effect on all the railroads soon after the shipments in question were made. The company refunded to him two cents per hundred on the entire weight of the shipments, which he accepted as satisfactory.



DAVIDSON BROS., HULL, IOWA,

vs.

CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY CO. }

Name of Station.

Filed February 14, 1887.

## DECISION OF THE COMMISSIONERS.

On the 14th of February, 1887, Messrs. Davidson Bros. sent the Commissioners a copy of a petition of the citizens of the town of Hull, Iowa, formerly Pattersonville, to J. T. Clark, Superintendent of the Chicago, Milwaukee & St. Paul Railway, asking that the name of the station at this point be changed to Hull, to conform to the name of the post-office. It seems from the letter of complainants that the name given the station by the railway company is Winland. It is stated that the name of the post-office has been changed to Hull, the village incorporated under that name, and the business largely advertised under that name. The Commissioners called the attention of the General Manager of the railway to the petition, and asked, if good reasons could not be assigned to the contrary, that the prayer of the petition be granted. Mr. Roswell Miller, in reply, says: "This matter has repeatedly been presented to us, but we have been obliged to decline to adopt the name of Hull, because there is a Hull in Illinois and one in Wisconsin, and our rule is to avoid duplicating names in the territory through which we run, as it leads to confusion in shipping freight."

An examination of the third section of the Commissioner law satisfies them that fixing the names of stations is not one of the powers conferred by the law upon the Commissioners.

*Des Moines, Iowa, March 11, 1887.*

CITIZENS OF HULL, IOWA,

vs.

CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY CO. }

Name of station; re-hearing.

Filed March 21, 1887.

## DECISION OF THE COMMISSIONERS.

On the 6th day of April, 1887, complainants filed a petition for re-hearing in this case. The Commissioners decided to open up the case. Complainants charged in their petition in substance that the town of Hull was duly incorporated June 15, 1886; that the defendant operates its road through the entire length of the town and has a station house therein; that prior to the incorporation of the town of Hull, the name of the station was Patterson,

and the name of the village and post-office Pattersonville; that the town was not incorporated as Patterson for the reason that there was then a railway station and post-office of that name in Madison county; that upon the incorporation of the town of Hull as aforesaid, the Post-office Department at Washington changed the name of the post-office from Pattersonville to Hull; that in January, 1887, defendant changed the name of its station to Winland, and bills freight and tickets passengers in accordance therewith; that the only reason assigned by defendant for so doing is that there is a "Hull" in the State of Illinois and one in the State of Wisconsin, and that it is against the policy of defendant to duplicate names. Plaintiff claims that the only Hull in Illinois is a small village at the junction of two lines of the Chicago, Burlington & Quincy Railroad, more than one hundred miles from the territory of defendant, and that the United States Postal Guide contains the name of Hull in Portage county, Wisconsin, but that petitioners are not advised whether or not the defendant has a line of road to that point, as no trace of it can be found in defendant's published list of stations. That defendant has frequently duplicated stations; that by reason of the acts of defendant great confusion and delay in the shipment of freight has resulted. The petition further recites the importance of the town of Hull as a business point, etc.

A copy of the petition was served on defendant, to which Assistant General Manager Tucker replied substantially that the company declined to change the name of the station to Hull for the reason that it would duplicate station names in the territory through which they run, and thereby bring about great confusion.

On April 21st the Commissioners asked attorney for complainants for a brief as to their jurisdiction. On April 26th Mr. Hamilton, attorney for complainants replied that he would file a brief as requested. On May 24th Mr. E. C. Davidson, for Mr. Hamilton, wrote the Commissioners, urging that the safety and convenience of the public clause of the Commissioner law gave them the authority to act in this case.

Without entering into a consideration of the merits of the case, the Commissioners see no ground for changing their former position as to their authority to change the names of stations. It is the rule of all superior courts to impress upon courts of inferior jurisdiction the propriety of not exercising a jurisdiction, the full authority of which is in doubt. A court of equity may have authority to grant the relief prayed for by petitioners, and compelling defendant to bill freight and ticket passengers to Hull.

*Des Moines, Iowa, July 6, 1887.*

## DISSENTING OPINION OF COMMISSIONER COFFIN.

The citizens of Hull in the county of Sioux send to the Board a statement and petition signed by forty-four of the business men of the place, in which they say that the town of Hull is an incorporated town under the laws of the State of Iowa; that the postoffice is recognized by the General Postoffice



Department as Hull, but that the Chicago, Milwaukee & St. Paul Railway Company, who operate a railroad through the town have named the station at Hull, Winland, and insist on retaining this name. That the use of the name Winland in calling out the name of the station in the cars of approaching trains misleads and confuses passengers who may wish to stop at Hull, and that the continued use of the name of Winland by the railway company is a great source of inconvenience and perplexity, and they petition this Board for whatever redress there may be in its power to grant. The very apparent inconsistency in the act of the railway company led the Board to conclude that a mere calling attention of the officers of the company to the complaint and petition of the citizens would be all that was necessary to have the prayer of the petitioners regarded with favor, but on referring the matter to General Manager Roswell Miller, he writes under date of March 7, 1887, that he is obliged to decline to adopt the name of Hull for the reason that there is a Hull in Illinois and one in Wisconsin, and that it is their rule to avoid duplicating names in the territory through which they run, as it leads to confusion in shipping freight. This reply of Mr. Miller was sent to the petitioners at Hull together with the statement by the Commissioners that "an examination of section 3 of the Commissioner Law satisfies them that fixing the names of stations is not one of the powers conferred by law upon the Commission." This decision of the Commissioners not being satisfactory to the citizens of Hull, they ask by letter under date of March 18th for a rehearing of the case, which was granted, and on April 6th an argument was filed by Mr. John H. Hamilton, attorney for the petitioners. This argument was referred to General Manager Miller. Under date of April 9th Assistant General Manager Tucker writes that they "cannot recede from their former decision but must adhere to the name of Winland to avoid confusion by duplicating names." It is not the recollection of the writer that he coincided in the decision rendered, but be that as it may, these are his present views:

Section 3 of the Commissioner Law gives the Commissioners general supervision of all railroads in the State operated by steam, and they are required to carefully examine and inspect the condition of each railroad in the State and of its equipment, and the manner of its conduct and management with reference to the *public safety and convenience*. It would seem that if there were no other words in the law, these quoted above would lodge sufficient power in the Commission to act upon the prayer of the petitioners.

It certainly would seem that the "convenience" of the people of Hull would be consulted by having the name of the station and town one and the same. Further along in the same section already noted occurs this language: "Whenever in the judgment of the Railroad Commissioners it shall appear that any railroad corporation fails in any respect or particular to comply with the terms of its charter or laws of the State, or whenever in their judgment any repairs are necessary upon its road, or any addition to its rolling stock or any addition to or change of its stations or station houses, or any change in its rates of fare for transporting freight or passengers, or any

change in the *mode of operating its road*, and conducting its business is reasonable and expedient in order to promote the security, convenience and accommodation of the public, the Railroad Commissioners shall inform such corporation of the improvements and changes which they adjudge to be proper."

It does certainly seem that this language confers upon the Commission a very wide range for action in order to secure to the citizens of the State reasonable "conveniences" and accommodations.

A close and careful examination fails to reveal any other station on the line of respondent's road by the name of Hull in any State, much less in Iowa. The citizens of any locality must certainly be conceded the right to name its town. Transportation companies are servants to the public. The servant is not supposed to dictate the name the master must bear. It has also been conceded that the Commission has the power to order a station built, added to or changed whenever in their judgment the "convenience and accommodation" of the public demands. The greater certainly includes the less. If a station can be ordered built, it can certainly be still in the power of the Commission to see to it that the name of the station shall not frustrate and defeat the object sought in ordering a station established. That the convenience and accommodation of the public is conserved by having the name of the station accurately indicate the town whose citizens use it cannot for a moment be doubted. Hence it does seem to the writer very plain that it is within the scope of the powers of the Commission to grant the relief asked for by the citizens of Hull—that the name of the station should be one and the same as that of the town—and the recommendation of the writer is that the Chicago, Milwaukee & St. Paul Railway Company make the name of the station at Hull "Hull" instead of Winland.

L. S. COFFIN, *Commissioner*.

On the 12th of August the Commissioners were notified by General Manager Miller that the name of the station had been changed to Hull, in deference to their wishes and the desire of the citizens of the town.

J. K. PIERCE, LOCKRIDGE, IOWA,

vs.

CHICAGO, BURLINGTON & QUINCY RAILROAD CO.

} *Excessive rates.*

Filed February 27, 1887.

Mr. Pierce complained that the rate on coal from Lockridge to Mt. Pleasant was 68 cents per ton, and that the respondent company were hauling coal from Missouri points for five cents per ton more than this rate, and a distance ten to fifteen times greater than between the points mentioned, making a discrimination against him.



He was informed by the Commissioners that the rates now in force on the Iowa roads for hauling coal were agreed upon in 1879, and that they were lower than what were known as the "Granger rates;" also, that the rate named by him was regular tariff rate. So far as rates on coal from Missouri points was concerned, he was advised that the Commissioners had no jurisdiction over this class of shipments, and that they were proper subjects of inquiry for the Inter-State Commerce Commission.

JAMES LEECH, DERBY, IOWA,

VS.

CHICAGO, BURLINGTON & QUINCY RAILROAD CO.

} Overcharge.

Filed March 3, 1887.

Complainant sent the Board a freight bill showing that he had paid \$1.36 for freight on a pair of bob-sleds weighing 400 pounds, from Chariton to Derby, and asked if this rate was the regular tariff, and according to the proper classification. On investigation by the Commissioners it was found that the charges had been made in accordance with the Iowa distance tariff and joint western classification, and complainant was so advised.

REV. S. F. CLARK, NASSAU, IOWA,

VS.

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY CO.

} Damages for wrongful ejection from train.

Filed March 10, 1887.

Mr. Clark made complaint to the Commissioners that his son was put off a train on the respondent's road between Nassau and Thornburg on the evening of December 24, 1886, the conductor handling him very roughly and compelling him to jump from the train while in motion. The boy had boarded the train without purchasing a ticket, although he offered to pay his fare in cash, which the conductor refused to accept, at the same time allowing another person without a ticket to remain in the car.

This complaint having been referred by the Commissioners to President Ives, the latter directed the conductor complained of to visit Mr. Clark and make due apology for his conduct, but the latter would be satisfied with nothing less than money damages. The Commissioners advised him that they had no authority to render a money judgment for damages in a case of this kind, and that his remedy would have to be sought in the courts.

J. M. HUMPHREY, LOVILLA, IOWA,

VS.

WABASH, ST. LOUIS & PACIFIC RAILWAY CO.

} Damage to cattle.

Filed March 15, 1887.

#### DECISION OF THE COMMISSIONERS.

From the papers before the Commissioners it appears that an engine of the railway company on August 30, 1886, struck and badly injured a cow belonging to complainant, running at large about two miles east of Lovilla, Monroe county, Iowa. There seems to be no conflict of testimony. The cow when struck was running at large and was standing close to the track, midway between cattle guards, where a public road crosses the railway track. Section 1289 of the Code says: "Any corporation operating a railway that fails to fence the same against live-stock running at large, shall be liable to the owner of stock injured or killed by reason of the want of fence \* \* \* \* \* at all points where the right to fence exists." This does not include highways or depot grounds.

Mr. Humphrey's cow was injured at a highway where there were cattle guards, and the company could not fence. His claim is not allowed by the terms of the statute.

*Des Moines, April 23, 1887.*

CITIZENS OF SHELDON, IOWA,

VS.

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

} Station accommodations.

Filed March 17, 1887.

#### DECISION OF THE COMMISSIONERS.

On March 17th, 1887, seventy-four citizens and business men of Sheldon complain that the Chicago, Milwaukee & St. Paul and Chicago, St. Paul, Minneapolis & Omaha Railways cross each other at grade within the corporate limits of the town of Sheldon; that from thirty to sixty passengers transfer from one road to the other every twenty-four hours, besides the large local travel of the town of Sheldon; that there is no suitable or comfortable station house for passengers, nor any place for the protection of baggage; that the building now occupied is small, having but one room for the use of all passengers (men and women); that its dimensions are 18x20



feet; that ladies waiting for trains are compelled to stand out of doors or remain in a room with an atmosphere laden with villianous tobacco smoke, and compelled to hear profanity and obscenity. The petitioners ask the Board to order the two companies to erect and maintain a suitable station building at the crossing of the two railways, as they are authorized to do under the provisions of chapter 24, laws of the Eighteenth General Assembly. This paper is accompanied by a letter from Alfred Morton, attorney at law, who has the matter in charge for the citizens.

A copy of the complaint was forwarded to the general offices of the two companies, and the officers of each admit that the complaint so far as the size of the rooms is concerned, is well founded, and both propose as soon as practicable to arrange for better accommodations. Further correspondence with the railway companies informed the Commissioners that the additions to the station building were in process of erection, and as was supposed, to the satisfaction of the public, until they received a letter from Mr. Morton dated June 21st, in which he states that the improvement consists of one room added to the old building just 20 feet square, now nearly completed, and that it was a great disappointment to the people; that had he been at home the Commissioners would have heard from him in the matter. In response to Mr. Morton's letter, the Commissioners fixed July 6th as the day for investigating this matter, and notified all parties. They were met at the station by Mr. Moll, Superintendent of the Iowa & Dakota Division of the Chicago, Milwaukee & St. Paul Railway. None of the other parties appeared. They find the building nearly completed. It consists of two waiting rooms, one 19 feet 6 inches by 19 feet, the other 19x19. The ceilings are 12 feet high and the rooms well lighted. There is a very large ticket and telegraph office with windows into both waiting rooms for the sale of tickets. Back of one of the rooms is a room for baggage 19 feet square. The exterior of the building is one story except the corner between the two tracks which is two stories in height, finished in a gothic form, and evidently intended to be ornamental. On the side towards the tracks of the Chicago, St. Paul, Minneapolis & Omaha road there is a platform eight feet wide and 300 feet long; along the Chicago, Milwaukee & St. Paul track runs a platform 12 feet wide and 380 feet long.

Back of the baggage room and connecting the platforms of the two roads is a broad platform for passage irregular in shape, but averaging 15 feet in width. As it appeared to the Commissioners there was room enough on the platforms for the transfer of passengers and baggage, and in the waiting rooms for the comfort and convenience of passengers, if the transfer did not greatly exceed the number claimed in the petition. Exteriorly the building looked well, and while not specially pretentious was apparently adapted for the purpose much better than the average of station houses throughout the State. The opinion of the Commissioners in this case is that the public wants have been supplied and that additional accommodations are not needed at present.

With regard to the complaint that tobacco smoke is allowed in waiting rooms, and that profane and obscene language is usual at the station, the

Board had no means of ascertaining whether the charges were true. In the rooms for both men and women they would recommend to the management of the roads a reform in this matter, and that they require the decencies of civilized life to be respected within the limits over which their authority extends.

*Des Moines, Iowa, July 9, 1887.*

#### OTTUMWA UNION DEPOT COMPANY.

Application to the Commissioners for power to take and hold real estate for union depot purposes, under the provisions of chapter 139 of the laws of the Twentieth General Assembly.

On the 16th day of March, A. D. 1887, the Ottumwa Union Depot Company made application to the Board of Railroad Commissioners of Iowa for authority to take, acquire and occupy certain real estate hereinafter more particularly described, for the purpose of erecting and maintaining a union depot in the city of Ottumwa, and for suitable approaches, tracks, etc., for its convenient use, the Board of Railroad Commissioners of Iowa did, on the 22d day of March, 1887, and on the 26th day of April, visit and inspect the lands, parcels, and tracts mentioned and described in said application, and also heard statements in reference thereto.

To facilitate the public convenience and safety in the transmission of freight and passengers from one railway to another, and to prevent unnecessary expense and inconvenience in the accumulation of a number of stations in one place, authority is given by the statute for any number of persons or railway companies to incorporate for the purpose of acquiring, establishing, constructing and maintaining at any place in the State union depots with necessary buildings, railroad tracks, and other appurtenances of such depots.

These corporations are empowered to take and hold "such real estate as may be deemed necessary by the Railroad Commissioners for the location, erection and construction of their depot and its approaches, which they may acquire by purchase or condemnation, as provided by chapter 4, Title 10, Code of 1873, and when condemned and paid for as thereby provided, such real estate shall belong to the corporation."

The duties imposed by the section above quoted are, as the Commissioners understand, ministerial, and the companies, while they may possibly hold real estate by purchase, cannot exercise the power of eminent domain in the condemnation of private property, without the certificate from the Commissioners that the land is necessary.

A wider latitude has been taken in the discussion of the subject than they think the law warrants. In their view of the law they are only to determine what lands are necessary for the reasonable uses required by a union depot. The questions of the title or ownership of the various tracts of land is a mat-



ter left to another tribunal, as also the just compensation to be made to parties who are forcibly deprived of their property. The Commissioners are bound to assume that every instrumentality employed will do justly, and that it is not their province to correct in advance wrongs that may be inflicted by other tribunals created by law.

While the Commissioners have mainly followed the description of lands furnished by the attorneys for the depot company, they are of the opinion that they might properly have included the lands within the same boundaries occupied for public purposes as the right of way of the Chicago, Burlington & Quincy Company, leaving the jury to condemn such land as they had authority to do.

The only question for them to settle was, as they understand, what land and how much is necessary at Ottumwa for a union depot.

In this they define the word "necessary" in its broad sense; such ground as is required for the wants present and prospective of the railways now centering at this point, as also for roads that may reach there in the immediate future. The laws of Iowa have always construed these needs of railway companies liberally, granting one hundred feet right of way as necessary for the construction. To reduce the grounds of a union depot to the smallest number of tracks that the trains might possibly be made to pass upon, they think would be quite as contrary to the spirit of the law, as it would be to confine the right of way to the lands actually occupied by the ties and iron on the ordinary railway tracks. They therefore conclude that for the purposes of a union depot, and the safety, convenience and accommodation of the public, all the grounds between Wapello and Market streets, south from a line twenty feet south of the center line of the Keokuk & Des Moines Railway, and north of the tail race of the Ottumwa Hydraulic Power Company, and the right of way of the Chicago, Milwaukee & St. Paul Railway is necessary, and that there should be no other occupancy of this tract, except for railroad purposes. A full description of the lands deemed by the Commissioners necessary for the union depot is given in the order which follows:

STATE OF IOWA,  
OFFICE OF THE RAILROAD COMMISSIONERS,  
Des Moines, April 27, 1887.

Be it remembered: That on the 16th day of March, A. D., 1887, the Ottumwa Union Depot Company having made application to the Board of Railroad Commissioners of Iowa for authority to take, acquire and occupy certain real estate hereinafter more particularly described, for the purpose of erecting and maintaining a union depot in the city of Ottumwa, and for suitable approaches, tracks, etc., for its convenient use, the Board of Railroad Commissioners of Iowa did on the 22d day of March and the 26th day of April, 1887, visit and inspect the lands, parcels and tracks mentioned and described in said application, and also heard statements in relation thereto; and after such visit, inspection and hearing, all things being duly considered, the Board of Railroad Commissioners of Iowa do hereby declare

under the provisions and requirements of section two (2), of chapter 139, of the acts of the Twentieth General Assembly, that in their opinion, in order to the erection and construction of the depot and approaches at the city of Ottumwa, contemplated by the Ottumwa Union Depot Company, they deem it necessary that said union depot company should take and hold for the purposes mentioned in section one (1), of chapter 139, of the laws of the Twentieth General Assembly, the following described real estate:

A strip or belt of land about twenty-five (25) feet wide across the middle parts of lots 329, 330, 331, 332, 333 and 334, in block twenty-eight (28), the south boundary of said strip being 6½ feet north of the center line of the north main track of the Chicago, Burlington & Quincy Railroad as now located across said lots, and the north boundary line of said strip being 31½ feet north of the center line of said north main track.

Also a tract or parcel of land lying twenty feet south of the center line of the main track of the Keokuk & Des Moines Railway, and between the west line of Wapello and east line of Marion streets extended southwardly, said tract to extend southwardly to the tail race of the Ottumwa Hydraulic Power Company, except such portion as is now occupied by railway tracks.

Also a tract or parcel of land lying twenty feet south of the center line of the main track of the Keokuk & Des Moines Railway, and between the east lines of Marion and Washington streets extended southwardly, said tract to extend southwardly to the tail race of the Ottumwa Hydraulic Power Company, except such portion as is now occupied by railway tracks.

Also a tract or parcel of land lying twenty feet south of the center line of the main track of the Keokuk & Des Moines Railway, and between the east lines of Washington and Court streets extended southwardly, said tract to extend southwardly to the tail race of the Ottumwa Hydraulic Power Company, and the right of way of the Chicago, Milwaukee & St. Paul Railway Company except such portion as is now occupied by railway tracks.

Also a tract or parcel of land described as follows: Commencing on the east line of Court street, extended southwardly from Main street, at a point 264 feet southerly from the northwest corner of fractional lot 12; thence southeasterly to the west line of Market street at a point 335 feet southerly from the northeast corner of lot 14 (at Main street); thence southerly on the west line of Market street extended 37 feet; thence westwardly about 130 feet to the east line of fractional lot 9; extended southwardly at a point 368 feet south-westwardly from Main street; thence westwardly about 124 feet to the east line of fractional lot 11, extended at a point 375 feet south-westwardly from Main street; thence westwardly about 124 feet to the east line of Court street extended at a point 402 feet south-westwardly from Main street; thence northerly to the place of beginning, except such portions as are now occupied by railway tracks.

The same being shown more clearly by the map attached hereto, marked, exhibit "A."



This certificate is ordered of record, and a duly certified copy thereof ordered to be sent to the applicant, the Ottumwa Union Depot Company.

Done at Des Moines this 27th day of April, 1887.

(Signed)

PETER A. DEY,  
L. S. COFFIN,  
SPENCER SMITH,  
*Commissioners.*

BENJAMIN BAZELEY, PAULINA, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY  
COMPANY.

*Damage for additional right of  
way, etc.*

Filed March 19, 1887.

#### DECISION OF THE COMMISSIONERS.

On March 17, 1887, Benjamin Bazeley, through his attorney, presented a claim against the Chicago & Northwestern Railway for one and one half acres of land used in the construction of the railway, with a bill for oats destroyed, and interest on the claim since 1882. The total amount of the claim being \$49.25. This being a matter of private rather than public right, would not strictly come within the province of the Commission for determination; but in accordance with custom long followed the attention of the company was called to the claim. Their attorney, under date of April 14th, says that under the right of way contract Mr. Bazeley was entitled to \$25 per acre for the extra land taken, and he sends him a voucher for the same.

|   |          |
|---|----------|
| Land taken, one and eleven hundredths acres at \$25 ..... | \$ 27.75 |
| Interest on same .....                                    | 8.25     |

\$ 36.00

The amount of land taken thirty-nine hundredths acres less than claimed by Mr. Bazeley, but as it was measured by a competent surveyor, is probably correct. If this amount is accepted, the claim is closed. If not satisfactory Mr. Bazeley must apply to the courts.

*Des Moines, Iowa, May 20, 1887.*

SLATER WHITE, BELOIT, KANSAS,

vs.

BURLINGTON, CEDAR RAPIDS & NORTH-  
ERN RAILWAY COMPANY.  
CHICAGO, ROCK ISLAND & PACIFIC R'Y  
COMPANY.

*Refusal to furnish cars.*

Filed March 21, 1887.

#### DECISION OF THE COMMISSIONERS.

Mr. Slater White, of Beloit, Kansas, bought some thoroughbred stock at West Liberty, Iowa, and applied to the agent of the Burlington, Cedar Rapids & Northern Railway Company for rates to Beloit, Kansas, via Kansas City or Atchison. He was told that this company had no line or running arrangements with any other company for that place, and was referred to the agent of the Chicago, Rock Island & Pacific Railway. This agent informed him that they could send his stock to Beloit via Kansas City, but they had no rates via Atchison. Mr. White then asked for a car to load his stock, and was offered a large stock car, as the agent avers, but he preferred a box car. The car was billed and switched out ready for the first train west, No. 22, on March 18th. After this was done, Mr. White changed his mind, and wanted a stock car, fearing his stock would be smothered in a box car. The agent consented to the change, but the stock car offered Mr. White in the morning had been used for other purposes, and no other common stock car was in the yard. There was a Palace Railroad eastern horse car standing in the yard, and the trainmaster, thinking the stock was to go east, wired the agent to give Mr. White that car, but on learning that the car was to go west, countermanded the order and informed the agent that another stock car would be sent him on the next train, No. 19. The agent says he informed Mr. White of the change in the order of the trainmaster within two hours after he told him he could have the palace horse car. Mr. White states that he worked from 7 A. M. until 1 P. M. in fixing up the car so as to accommodate his stock. The other stock car came as was promised, and Mr. White loaded it and it went forward on the first train west after loading, No. 18. Mr. White complains that he was unnecessarily delayed and that his stock suffered in this delay because there was no water in the company's yards; that the B., C. R. & N. R'y Co. refused to give him a car, and that the C., R. I. & P. R'y Co. would not give him rates via Atchison, instead of via Kansas City to Beloit. The Commissioners do not see any very serious grounds for just complaint. The responsibility of the delay seems to be as much with Mr. White as with the railway company. The lack of water in the yards is a serious fault, but the unprecedented drought for the last ten months may have made this practically unavoidable at that time. It would not seem unreasonable for the B., C. R. & N. Co. to refuse to furnish a car for a haul of between 300 and 400 miles when only some 20 miles of it would be on its own road, and



when from the same station another road has substantially a through line nearly to the point of destination. Mr. White complains because he could not get rates *via* Atchison, preferring to go that way instead of *via* Kansas City. The railway company refused to bill through to Beloit by the way desired, because it had no arrangements with the Kansas road running to Beloit from Atchison.

This Commission has no power to compel any of the Iowa roads to make such running arrangements with roads outside the State.

*Des Moines, Iowa, April 22, 1887.*

C. E. ROBINSON ET AL., HAWARDEN, IOWA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.

} *Station at crossing.*

Filed March 31, 1887.

On March 28, 1887, C. E. Robinson, for the citizens of Hawarden, renewed the application of that community formerly made for the location by the Commissioners of a depot at the crossing of the Chicago, Milwaukee & St. Paul with the Chicago & Northwestern Railway at that point, stating that the town of Hawarden had lately been incorporated and the township divided, locating Calliope and Hawarden under different organizations; also that the depot of the C., M. & St. P. R'y at Calliope had been destroyed by fire, and that no steps were apparently being taken to rebuild it, thus leaving the community without station facilities, and the matter was every day growing more urgent.

On referring the matter to the officers of the company, the Commissioners were advised that they had decided to build a station at Hawarden immediately, as soon as plans could be made, and the work was accordingly finished on the 15th of September.

CITIZENS OF FAYETTE COUNTY, IOWA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL R'Y CO.

AND

BURLINGTON, CEDAR RAPIDS & NORTHERN R'Y CO. }

} *Asking passenger accommodations and transfer track at Donnan Junction, Iowa.*

Filed April 2, 1887.

#### DECISION OF THE COMMISSIONERS.

On April 2, 1887, a petition was filed in the office of the Railroad Commissioners signed by eighty citizens of Fayette county, asking the Commissioners under the provisions of section 1, chapter 24, laws of the Twentieth General Assembly, and of section 1292 of the Code, to order "a depot at Donnan Junction for the accommodation of passengers and a transfer track for the accommodation of shippers."

Mr. S. McMaster writes the Commissioners that the citizens would like to meet them at this place. Mr. D. S. Thompson writes that he frequently changes from one road to the other at this point and that there is no convenience for travelers except the kitchen of the station house, and the family does not approve of being molested, and there is nothing to wait on but the platform. Mr. S. Holmes writes that he has seen from six to eight persons get off of each road. The reply of the Chicago, Milwaukee & St. Paul Railway Company is that the entire revenue for the year 1886, collected to and from this crossing, was \$457.60. The Burlington, Cedar Rapids & Northern Railway Company says that its entire revenue from this point for the months of December, 1886, and January and February, 1887, was \$14.80, and so far as known there never has been a car of freight offered to either company for transfer.

On Thursday May 12th, the Commissioners went to this junction and remained there nearly three hours, met quite a number of the citizens, and learned their views and wishes very fully. They desire, first, a passenger waiting house, an agent, sidings on both the roads for the accommodation of business, and a transfer track from one road to the other; and with this they claim that they could do a large business. They claim that they will open a public highway so that the station can be reached with wagons and freight. An inspection of the house at the Junction, occupied by the section foreman, satisfied the Commissioners that if the transfers at this point from one road to the other are as great as claimed the present room is insufficient. The platforms on both roads they regard as sufficient, but would advise having the section house moved into the angle formed by the platforms and the building on to it of an additional room for the accommodation of passengers, and that the same be warmed and lighted for a reasonable time before the arrival and after the departure of all trains carrying passengers.

Section 1292 of the Code: "Any railway corporation, operating a railway



in this State intersecting or crossing any other line of railway, of the same gauge, operated by any other company, shall, by means of a Y, or other suitable or proper means, be made to connect with such other railway so intersected or crossed; and railway companies where railroads shall be so connected shall draw over their respective roads the cars of such connecting railway; and also those of any other railway or railways connected with said roads made to connect as aforesaid, and also the cars of all transportation companies or persons, at reasonable terms, and for a compensation not exceeding their ordinary rates." This seems to make it obligatory to put in a Y where roads cross each other at grade. This is supposed to be required wherever there is anything to be transferred. In case there is any demand for the transfer the Commissioners regard the law as imperative and would advise the putting in of a transfer track. As to the necessity at this time of an agent and full station at this crossing, they entertain great doubt, as the stations of Fayette and Hawkeye on one road are but five and seven miles from this point, and West Union and Randalia are but three and six on the other. They regard this territory pretty well supplied with shipping facilities. The roads at the crossing are each near the middle of a grade of fifty-three feet to the mile, which were the business needs much greater than they are would preclude the Commissioners from ordering a freight station at this point.

*Des Moines, Iowa, May 10, 1887.*

[On July 7th the Board was informed by Assistant General Manager Tucker of the Chicago, Milwaukee & St. Paul Railway that the station house was finished and ready for use.]

H. C. MILLER, CORYDON, IOWA,

VS.

HUMESTON & SHENANDOAH RAILROAD CO.

} Overcharge.

Filed April 4, 1887.

CORYDON, IOWA, April 2, 1887.

*To Iowa Railroad Commissioners, Des Moines, Iowa:*

GENTLEMEN—The freight charges on car of corn, No. 1213, shipped from Yorktown, on the Humeston & Shenandoah Railroad, to Cambria, on the Keokuk & Western Railway, by Gwynn Bros. & Co. to Albert Denton, were \$55.80, of which amount the Humeston & Shenandoah charged \$36.00 and the Keokuk & Western \$19.80. Car was billed at 36,000 pounds, and shipped about March 5th or 6th, 1887.

The charges on car No. 1013, same parties and same kind of grain, shipped March 19th, were at the same rates, viz: 10 cents per 100 on the Humeston & Shenandoah and 5½ cents on the Keokuk & Western, car billed at 36,000 pounds.

We make no complaint of the Keokuk & Western charges, but assuming them to be reasonable, the Humeston & Shenandoah charges seem unreasonable, as the distance hauled

by each is about the same, and the total charge is considerably more than the same roads charge for a car to Chicago.

It may perhaps be well for me to add that Van Wert, instead of Humeston, is the terminus of each road, and that each car was lettered "M., I. & N."

Respectfully yours,

(Signed)

H. C. MILLER.

DES MOINES, IOWA, April 5, 1887.

H. C. MILLER, Esq., *Corydon, Iowa:*

DEAR SIR—In your letter of April 2d, you say that the freight charged on two car-loads of corn from Yorktown to Cambria was 15½ cents; of this the rate from Van Wert to Cambria was 5½ cents, which you regard as reasonable, and that from Yorktown to Van Wert, about the same distance, 10 cents is unreasonable. Are you correct in this statement? The National Railway Guide gives the distance from Yorktown to Van Wert as 83 miles, and from Van Wert to Cambria as 22 miles, or the former nearly four times as far as the latter. You also state that the combined rate of these two hauls is greater than the rate from Yorktown to Chicago. Are you correct in this? The Iowa distance sheet, as shown by tables in this office, gives the rates on corn as 5 cents per hundred on 10 miles or less, and gradually increasing until at 200 miles the rate reaches 20 cents, which we understand at present is the Chicago rate. Is this correct? If not, please give the Commission the Chicago rate.

If you were mistaken, as it seems probable, please correct you data, as they prefer, in dealing with the companies, to have the statements reliable. By order of the Board.

E. G. MORGAN, *Secretary.*

CORYDON, IOWA, April 8, 1887.

*Secretary Iowa Railroad Commission:*

DEAR SIR—I was misinformed as to the distance from Yorktown to Van Wert. Will you please return my letter of April 2d for correction?

Respectfully yours,

H. C. MILLER.

CORYDON, IOWA, May 4, 1887.

E. G. MORGAN, Esq., *Secretary Railroad Commission:*

DEAR SIR—Your letter of April 5th is so gross a perversion of mine of April 2d, that we do not care to trouble the Iowa Railroad Commission any further in the matter. Please consider the complaint against the Humeston & Shenandoah Railroad hereby withdrawn.

Respectfully yours,

H. C. MILLER.



FRANK WHITMORE, OSCEOLA, IOWA,

vs.

CHICAGO, BURLINGTON &amp; QUINCY RAILROAD CO.

*Passenger train facilities.*

Filed April 4, 1887.

## DECISION OF THE COMMISSIONERS.

On April 4th, Mr. Whitmore writes the Board that he finds his business much retarded by the very few trains on this railroad on which he is permitted to ride. He says that there is no railroad in the State that runs so many trains, yet not being allowed to ride on them, they are of no benefit to the local travel. He further states that at Chariton he can go west on a freight train at 4:40 A. M., at 12 M., and at 2 A. M., and that there are no other trains on which he can ride, although trains pass west every half hour. He asks that more freight trains be allowed to carry passengers.

The railroad company furnishes the following list of trains on the middle division that carry passengers:

Trains carrying passengers on the Middle Iowa Division.

No. 5, at Ottumwa, 11:10 P. M.; at Osceola, 2:25 A. M.  
 No. 1, at Ottumwa, 11:45 P. M.; at Osceola, 3:06 A. M.  
 No. 17, at Chariton, 4:15 A. M.; at Osceola, 6:35 A. M.  
 No. 25, at Ottumwa, 5:30 A. M.; at Osceola, 12:08 P. M.  
 No. 3, at Ottumwa, 9:40 A. M.; at Osceola, 12:54 P. M.  
 No. 15, at Ottumwa, 5:45 P. M.; at Lucas, 9:55 P. M.  
 No. 2, at Creston, 10:50 P. M.; at Osceola, 12:05 A. M.  
 No. 6, at Creston, 11:30 P. M.; at Osceola, 12:48 A. M.  
 No. 26, at Creston, 5:15 A. M.; at Osceola, 8:20 A. M.  
 No. 8, at Creston, 10:15 A. M.; at Osceola, 11:32 A. M.  
 No. 16, at Chariton, 8:30 A. M.; at Ottumwa, 12:35 P. M.  
 No. 4, at Creston, 2:35 P. M.; at Osceola, 3:55 P. M.  
 No. 18, at Chariton, 5:00 P. M.; at Tyrone, 6:10 P. M.  
 No. 20, at Creston, 4:30 P. M.; at Osceola, 6:20 P. M.

If the official list is correct, there would seem to be trains enough carrying passengers for all the reasonable demands of the traffic.

*Des Moines, Iowa, May 27, 1887.*

HUMESTON &amp; SHENANDOAH RAILROAD COMPANY,

vs.

CHICAGO, ST. PAUL &amp; KANSAS CITY RAILWAY COMPANY.

*Petition asking the Commissioners to intervene to prevent a grade crossing in Grand River Valley, Ringgold county, Iowa.*

Filed April 13, 1887.

On April 13th, the Humeston & Shenandoah Railroad Company filed a complaint in the office of the Commissioners stating that this company had for a long time been the owner of and engaged in the operation of a line of railroad running in an east and west direction through Ringgold county. The company gives a list of lands in the valley of Grand river, over which it has the right of way, and files six deeds as proof of its ownership and rightful possession of the lands over which its road runs in this particular location.

That the respondent is engaged in constructing a line of railroad in a generally north and south direction, and is proposing to carry its line across the road of the complainant at a point near the end of a sharp curve through a deep cut that prevents the proposed crossing being seen from the locomotive for but a short distance, and also near the foot of a grade ascending to the west at the rate 67 feet and 70 feet per mile.

That by reason of the cut and curve the crossing cannot be seen but for a short distance by the engineer and fireman of a train on the Humeston & Shenandoah railroad going east and the heavy descending grade terminating but a short distance west of this contemplated grade crossing, the trains from the west having acquired considerable velocity in descending this grade cannot readily be controlled and thereby the property of both railroads will be endangered, the interests of the public and the safety of travelers and employes imperiled. That by a change of line the respondent railroad may make an over crossing by which any danger from collision may be avoided. That there is no necessity for a grade crossing at this place and the Iowa statute requires the crossing to be so constructed as not unnecessarily to impair the value of the road crossed, and in order to promote the security, convenience and accommodation of the public and the rights of the complainant that the Board should restrain the company from constructing a crossing at grade at this point and direct it to so change its line as to cross over the complainants' road, and asks the Board immediately to inquire into, investigate the facts, and direct said company to abandon its proposed crossing and make such other order as may be deemed just and proper.

After giving the usual notice the Commissioners with Messrs. McMichael, Thompson and Knowlton; of the respondent road, and Messrs. Murphy and Morsman, of the complaining road, on April 19th, visited this crossing and examined maps and profiles of the line of complaining company, also profile of line proposed to make an over crossing furnished by complainants.



From the profiles of the Humeston & Shenandoah Railroad, the Commissioners find that at the east of the proposed crossing the grade is level for 300 feet then rises at the rate of 37 feet per mile for 700 feet. On the west the grade is level for 800 feet then rises at the rate of 53 feet to the mile for 1,100 feet, then rises at the rate of six feet per mile for 1,400 feet, then rises at the rate of 70 feet to the mile for 2,700 feet, then at the rate of 63 feet to the mile for 1,700 feet, then at the rate of 70 feet to the mile for 900 feet, then at the rate of 63 feet to the mile for 800 feet, then at the rate of 70 feet to the mile for 800 feet. Or the entire descent made by the grade to a point 800 feet west of the proposed crossing is 100 feet in a distance of 9,400 feet.

The alignment of the respondent road is a tangent for a long distance both north and south of the proposed crossing, but a three degree curve of about 1000 feet in length at the crossing; the complainants' road at the crossing is a tangent but begins to curve northerly at a point about 800 feet west of the proposed crossing and continues the curve through the cut mentioned before in the statement of the case. The conditions above cited makes the complainants case of improper, unsafe and dangerous crossing; the remedy proposed is to break the tangent from the north at station 3872 or in that vicinity and reaching the high ground to the west of the surveyed line cross the complainants' road in the cut before mentioned (that shuts the view of the proposed crossing from the train coming down the grade) with the intention of intersecting the surveyed line at or near station 3943.

This would involve an ascending grade of the maximum of 53 feet to the mile of 1800 feet in length and a descending grade of the same rate for 3500 feet to reach the elevation that by using the present crossing would be on practically a level.

To make this crossing there is an embankment south of the complainants' road of 124,300 cubic yards, while on the other side there probably would not be less than 25 000 cubic yards. It is probable that to make this or any other crossing over the complainants' road would require an expenditure of \$40,000 more than the grade crossing. The amount of material necessary for this over crossing is materially increased by the grade of the Humeston and Shenandoah road rising at least 7 feet between proposed grade crossing and this crossing in the cut.

It occurred to the Commissioners while looking over the ground that a simpler and less expensive method to secure the results so desirable to both roads would be to break the tangent at station 3882 or in that vicinity and put in part of the curve there and the balance so as to get into the main line at about station 3937, crossing complainants road near the east side of the bridge over small stream just east of the cut before mentioned.

By raising the grade of complainants road high enough to have respondents road cross underneath the gradients of either road would not be increased and the complainant would be able to reduce the grades on its road if ever deemed desirable, all elements of danger in crossing would be removed, at a cost not to exceed one half what the other high crossing would probably cost. (This suggestion is for the consideration of the parties).

The law creating this Commission in defining its powers gives it "general

supervision of all railroads in the state operated by steam and especially charges the Commissioners with the duty of seeing that the railroads are so operated as to promote the security, convenience and accommodation of the public." Section 1265 of the code provides "Any such corporation may construct and carry its railway across, over, or under any railway \* \* \* when it may be necessary in the construction of the same, and in such cases said corporation shall so construct its crossings as not unnecessarily to impede the travel, transportation \* \* \* upon the railway \* \* \* so crossed." The rulings of the courts as well as legislative enactments tend strongly towards the avoidance of grade crossings. The state of Pennsylvania provides by statute that \* \* \* "It shall be the duty of courts of equity of this commonwealth to ascertain and define by their decision the mode of such crossing which will inflict the least practical injury upon the rights of the company owning the road which is intended to be crossed, and if in the judgment of such court it is reasonably practicable to avoid a grade crossing, they shall by their process prevent a crossing at grade." The Supreme Court of that state in the case of Pittsburgh, etc. Railroad Company vs. Southwestern, etc. Railway Company, 77 P. 172, held that "The intention of the Pennsylvania railroad act of the 1871 is to discourage grade crossing, involving danger to the public, as well as injury to the company, whose road is crossed. The rights of the crossing road are made secondary to those of that crossed and the crossing company must show that no necessary injury is inflicted on the other by crossing at grade and that such crossing cannot be reasonably avoided."

Section 118, chapter 112, of the statutes of Massachusetts, provides, "No railroad shall be constructed across another railroad at the same level therewith without the consent in writing of the board of Railroad Commissioners."

Section 184 of the railroad laws of the State of New York, provides \* \* \* "and said Commissioners shall have full power to determine whether the crossing or crossings of any railroad before constructed shall be beneath, at or above the existing grade of any such railroad."

In California the statute requires the crossing to be selected and constructed "at grade, above, or below the senior road" with reference to "the greatest public benefit and the least private injury."

In Michigan the Attorney General, Secretary of the State and Commissioner of Railroads determines the manner of crossing limited by the provisions "That in determining the manner of crossing, the board shall always provide that one road shall pass over the other where the same can be done without injustice to either company."

In Nebraska, the law provides section 98. "That any railroad company may construct and carry their railroad across, over, or under any road, railroad, canal, stream or water course when it may be necessary in the construction of the same and in such cases, said corporation shall so construct their railroad crossings as not unnecessarily to impede the travel, etc."

In the United States Circuit Court for the northern district of Illinois, Judge Drummond held in a case where the grade in the line of the senior



road was but twenty-four feet to the mile, that a court of equity in the absence of statutory provisions restricting the power of the junior company should enjoin a crossing at grade." 6 Bissel, 215.

In the appeal of the Baltimore, etc. Company, 3 American and English Railroad Cases, 244, the trial court said "Where the public safety can be reasonably secured at a grade crossing by appliances of signals and watchmen and stoppage of trains and the expense of an over grade crossing would be so considerable as to seriously interfere with the profitable consideration of the new line it is not as we view it reasonably practiceable to avoid the grade crossing. \* \* \* But in this case the proposed crossing is one of more than ordinary danger by reason of a cut and curve in the new road \* \* \* and the expense of an over-grade crossing with a clearance of sixteen feet, would not be so great as to make the evidence of a grade crossing reasonably impracticable." See also Pittsburg, etc. Co., vs. South Western etc. Co., 77 Pa. St. 173 and California Southern Pacific Co., 20 American and English Railroad Cases, 309—311.

In view of the facts and conditions above stated, the Commissioners are fully satisfied that a grade crossing at this point is unsafe and fraught with danger to the railroads and the public. The law and authorities quoted above show that it has been the general policy of the states to require overhead crossings wherever danger at grade crossings is unavoidable even if it involves a very considerable expenditure. The present case is one that seems to require the intervention of the Commissioners and they advise the railroad companies interested to arrange for an over-crossing.

*Des Moines, Iowa, April 29, 1887.*

J. D. DOWNER ET AL, MARSHALLTOWN, IOWA,

vs.

WISCONSIN, IOWA & NEBRASKA RAILWAY CO.

*Flooded lands caused by defective construction.*

Filed April 14, 1887.

The petitioners, J. D. Downer, F. Kirby, W. B. Powell and others made complaint to the Board that by reason of the defective construction of respondent's road, large tracts of land owned by them in Marshall county, were subjected to overflow. That by their neglect to construct the proper culverts or other means of conveying the water off these lands, more than two thousand acres had been subjected to overflow from the creeks and river, and their value greatly depreciated. They asked the Commissioners to make inspection of the premises and order the building of a culvert to drain the lands as prayed for in their petition.

The answer of respondent was made and filed, and after some delay on the part of complainants, the Board was notified by them that they wished

a postponement of the hearing in the case, pending an attempt at settlement with the company. The Board was eventually notified by complainants' attorneys on June 21 that their claim against the company was dismissed.

L. G. HERSEY, EARLVILLE, IOWA,

vs.

ILLINOIS CENTRAL RAILROAD COMPANY.

*Overcharge.*

DECISION OF THE COMMISSIONERS.

Filed April 14, 1887.

On April 14, Mr. L. G. Hersey files with the Commissioners duplicate expense bills for five cars of corn shipped from Alta on which he claimed an overcharge of \$35 51.

On December 16, 1886, the Commissioners asked the trunk line railways in the State in view of the fact that there were large amounts of cattle in the hands of feeders in the eastern part of the State and no corn, while in the western part of the State there was a surplus, to reduce the rate on corn. After consultation among the roads it was agreed that between the 22d of December, 1886, and the first of February, 1887, the rates on corn from points in the State to all points in the State should not exceed fifteen cents per hundred pounds. The complaint was submitted to E. T. Jeffrey, General Manager, who replied that the company had not charged to exceed the 15 cent rate agreed upon. That there was a mistake in the rate as shown in the expense bills, but that the extensions were made at the proper rate. That the reduced rate was to apply on shipments made between December 22, 1886, and February 1, 1887, and that the car on which the full rate was charged was shipped December 13, 1886, nine days before the reduction went into effect. The Commissioners find that the charges were in accordance with the agreed rate.

*Des Moines, Iowa, May 20, 1887.*



BAKER WIRE COMPANY, DES MOINES, IOWA,

VS.

VARIOUS RAILWAY COMPANIES.

Filed April 15, 1887.

DES MOINES, IOWA, April 14, 1887.

To the Honorable Railroad Commission of Iowa, Des Moines, Iowa:

GENTLEMEN—In compliance with your request, your petitioner respectfully submits the following as an illustration of the effect of the inter-State commerce law on its business, and the manufacturing and jobbing business of the State.

Your petitioner is a corporation duly organized under and by virtue of the laws of the State of Iowa, with its principal place of business at Des Moines, Iowa. That its principal business is the manufacture and sale of barbed fence wire. That its ordinary capacity is approximately ten thousand tons per year. That it sells its products in and throughout the States and territories west of the Mississippi river, but principally in the States of Iowa, Minnesota, Missouri, Nebraska, California, Texas, Kansas, and the Territories of Dakota and Washington. That prior to the enactment of the inter-State commerce law, the various railroads made to your petitioner and as your petitioner believes to all manufacturers an equalized rate of freight on merchandise from eastern points; that is, the rate from Chicago to Des Moines, and from Des Moines to points of destination were substantially equal to the rate from the eastern point of shipment to point of destination. For example, the rate from Chicago to Des Moines, and from Des Moines to the point of destination approximately equalled the through rate from Chicago to said point.

Under the force of the inter-State commerce law as interpreted by the railroad companies, this equalized rate has been abrogated, and a tariff based upon the principle of the long and short haul clause of said law has been substituted, the effect of which is more readily explained by the following illustration, to-wit:

Rate from Chicago to Kansas City, 30 cents; from Chicago to Des Moines, 25 cents; from Des Moines to Kansas City, 30 cents; difference in favor of Chicago, 25 cents.

Rate from Chicago to Omaha, 35 cents; from Chicago to Des Moines, 25 cents; from Des Moines to Omaha, 25 cents; difference in favor of Chicago, 16 cents.

Rate from Chicago to Minneapolis, 25 cents; Chicago to Des Moines, 25 cents; Des Moines to Minneapolis, 25 cents; difference in favor of Chicago, 25 cents.

Rate from Chicago to Jefferson, 27 cents; Chicago to Des Moines, 25 cents; Des Moines to Jefferson, 14 cents; difference in favor of Chicago, 12 cents.

Rate from Chicago to Winterset, 27 cents; Chicago to Des Moines, 25 cents; difference in favor of Chicago, 9 cents.

Rate from Chicago to Atlantic, 27 cents; Chicago to Des Moines, 25 cents; Des Moines to Atlantic, 14 cents; difference in favor of Chicago, 12 cents. This rule is on barbed or plain wire in car lots, class 5.

The same rule applies to all the western terminal and non-terminal points, varying to a greater or less extent. Under the former rate western manufacturers had an equal chance with Chicago and other eastern points. Under the new rate, as now in force, manufacturers are required to compete with eastern points at a ruinous disadvantage. The law was not intended to destroy or injure any material industry of the country, but rather that all should have an equal opportunity, and that all sections of the country, and as far as possible every industry should be equally favored.

The people of Iowa, we are sure, do not desire the destruction of its manufacturing and jobbing interests, and to the end that relief may speedily come, your petitioner asks the assistance and co-operation of your Honorable Board.

The inter-State commerce law constituted a Commission, and clothed it with such power

to render relief as in its judgment might be deemed necessary to the extent of suspending the force and effect of the law, until relief can be secured by suitable legislation. Under and by virtue of this authority, the railroad companies can be relieved of so much of the effects of said law as may be necessary to enable them to grant an equalized rate, such as was in force prior to the taking effect of the law.

Your petitioner would further represent that it has made an appeal to the said inter-State commerce commission to authorize the necessary relief. We enclose herewith said petition, and now we respectfully solicit your aid with the fullest assurance that the great interest at stake, and the vital importance to the State you so ably represent will make it a pleasure to you to render the aid desired.

Respectfully submitted,

BAKER WIRE COMPANY, GEORGE C. BAKER,  
President.

STATE OF IOWA,  
OFFICE OF THE RAILROAD COMMISSIONERS,  
DES MOINES, April 23, 1887.

HON. T. M. COOLEY, Chairman Inter-State Commerce Commission, Washington, D. C.:

DEAR SIR—I send you with this a paper signed by the Baker Barbed Wire Company, of Des Moines, Iowa.

This is one of the many manufactories that have been built up by the favorable discriminations of the railway companies. Our region is largely devoid of timber, and barbed wire is a necessity for fencing. At points like Des Moines, where coal is cheap and abundant, this fencing material can be manufactured from the plain wire as cheaply as elsewhere. Perhaps in violation of natural laws, the policy of the railway companies has been to treat their goods as they have the grain of the Minnesota millers, as grain in transit, and one haulage charged, when left at Minneapolis to be manufactured into flour, although unloaded and ground at Minneapolis, between places of receipt and final market.

Looking upon this matter from the Iowa standpoint, we can hardly persuade ourselves that this is unjust discrimination, although it certainly is discrimination. Section 4 of the law, as we interpret it, would hardly allow the railway companies to treat two short hauls as one long one, without it applied the same rule to all classes of freight. Without claiming it, the Iowa Commissioners ask whether any suspension of the features of the law, as you are empowered to do, could properly be made to meet the case they present? The same principle will apply to most of our manufactures, as the raw material is generally shipped in. All these interests have grown up under a system that has not been regulated and must be to a great extent destroyed, unless the conditions that brought them into being are continued.

The accompanying paper is forwarded you for the purpose of ascertaining whether this is one of those cases where the Commissioners are authorized to suspend the long and short haul clause of the law.

By order of the Board.

E. G. MORGAN, Secretary.



INTER-STATE COMMERCE COMMISSION,  
WASHINGTON, May 24, 1887. }

*The Railroad Commission of Iowa, Des Moines, Iowa:*

GENTLEMEN—Replying to your communication of April 22d, enclosing the petition of the Baker Wire Company, we are compelled to say, after examination of the matter, that we find ourselves without jurisdiction to act upon anything presented in the papers now before us. We have no power of suspension of the law except under section 4. The practice of the past, which the Baker Wire Company desire to maintain, as you say, "certainly is discrimination." Whether or not it is unjust discrimination, is a matter for the railroads to decide for themselves in the first instance. Our jurisdiction to construe the law in this respect does not attach until some party complains that discrimination, as practiced by a carrier, is unjust.

Very respectfully yours,

ALDACE F. WALKER, *Commissioner*.  
For the Commission.

G. L. CUTLER, BELMOND, IOWA,

VS.

MASON CITY & FORT DODGE RAILROAD CO. }

*Cattle-guards and crossing.*

Filed April 25, 1887.

Mr. Cutler made complaint to the Board that the Mason City & Fort Dodge Railroad had been built through his farm, near Belmond, about a year, but that the company had failed to construct cattle-guards where the road enters and leaves his land, making it impossible for him to keep his cattle in the pasture, although he had fenced the latter. The matter was referred by the Commissioners to the company, and they were informed on May 6th that the road-master was engaged in putting in the cattle-guards on complainant's land, and were soon afterward notified that the work had been done to his complete satisfaction.

M. A. WAKEMAN, OTHO, IOWA,

VS.

MINNEAPOLIS & ST. LOUIS RAILWAY COMPANY. }

*Fencing; cattle-guards.*

Filed April 28, 1887.

The complainant asked the Board to order respondent to build the connecting fences from their cattle-guards at the point where their track crossed his line fences, on his farm near Otho. The work was satisfactorily completed and complainant notified the Board to this effect on July 14th.

IRWIN, PHILLIPS & CO., KEOKUK, IOWA, }

VS.

CHICAGO, ROCK ISLAND & PACIFIC RAIL-  
WAY COMPANY. }

*Refusal to receive goods to be de-  
livered to other railways.*

Filed May 3, 1887.

DECISION OF THE COMMISSIONERS.

On May 2, 1887, Irwin Phillips & Co. made the following complaint: That they offered to the Chicago, Rock Island & Pacific Railway Company a shipment of goods marked P. G. Smith, Laurel, Iowa. These goods were to go via Chicago, Rock Island & Pacific Railway to Givin station, and there to be transferred to the Central Iowa Railway. The former road refused to receive the goods, forcing their shipment by the Wabash, consuming more time and costing more than if hauled by the Chicago, Rock Island & Pacific. The case was submitted to the authorities of the Chicago, Rock Island & Pacific Railway. On May 7th, Irwin, Phillips & Co. notified the Board that the railroad complained of does not refuse to receive the goods, but the Central Iowa Railway refuses billing arrangements, and therefore it is compelled to charge the sum of the two local rates, which makes the rate higher by the Wabash, with which the Central Iowa has billing arrangements.

On June 20th, Mr. Sage writes the Commissioners in which his statement coincides with that of Irwin, Phillips & Co., that his road does not refuse freight for any stations on the line of the Central Iowa Railway, but as his company has been unable to make as favorable rates as by other lines on account of their refusal to make joint tariffs, he has advised against shipments over his line. Both companies seem to recognize the duty to carry freight over their respective lines at the ordinary local rates of each line, but as this is greater than the joint tariffs, it makes rates on the Chicago, Rock Island & Pacific to points on the Central Iowa too high to attract shipments. It would be very desirable for all companies to make joint tariffs with connecting roads, and much confusion and many difficulties would be avoided, without, we think, material loss to any parties.

*Des Moines, Iowa, July 8, 1887.*



J. G. BROWN, MARSHALLTOWN, IOWA, }  
 vs. } *Overcharge.*  
 CHICAGO, MILWAUKEE & ST. PAUL  
 RAILWAY COMPANY.  
 Filed May 4, 1887.

## DECISION OF THE COMMISSIONERS.

On May 4th, complaint was filed by J. G. Brown against the Chicago, Milwaukee & St. Paul Railway Company together with the expense bills of the Central Iowa Railway Company and the Chicago, Milwaukee & St. Paul Railway Company claiming that he had been charged for excessive weights which were not in the car. That the Central Iowa Railway Company had refunded its proportion of the over-charge but that he was unable to get a settlement with the respondent and that his claim was for about \$24.00. The complaint was forwarded to J. F. Tucker, Assistant General Manager of the Chicago, Milwaukee & St. Paul Railway Company, and on May 7th, respondent advised the Commissioners by letter that a voucher for twenty-three dollars and ninety-nine cents had been made on March 12, 1887, and that on April 22, respondent had advised Dale & George of Coon Rapids to draw for that amount. It appears that Dale & George had handled the grain for complainant and had filed the claim for the overcharge with the company. The Commissioners regard this as a closing of this case so far as they are concerned.

*Des Moines, Iowa, May 21, 1887.*

CITIZENS OF POLK COUNTY, IOWA, }  
 vs. } *Highway crossing.*  
 CHICAGO, ST. PAUL & KANSAS CITY RAILWAY CO.  
 Filed May 7, 1887.

## DECISION OF THE COMMISSIONERS.

On May 7, 1887, C. L. Watrous and others filed a petition with the Commissioners, complaining that the Chicago, St. Paul & Kansas City Railroad Company had located its crossing of Seventh street at a grade, and at a point where the north rail would be but twelve feet from the end of the south span of the wagon bridge which crosses Coon river on Seventh street; that the bridge is a very long one and too narrow for a team to turn in, and that a crossing at that point would be fraught with great danger, as the travel from points south of Des Moines over this bridge is very heavy; that

a change in the alignment of the road further south would enable the petitioners to cross over the proposed track, and thereby greatly reduce the danger, if not entirely remove it.

The petition was signed by over 100 citizens of Bloomfield township, and a petition of similar purport was subsequently filed, signed by one hundred and seventy-five "wives and mothers of families" residing in said township. The Citizens' Association of Des Moines filed a formal protest against the proposed crossing, and the following resolution:

"Be it resolved, That we, the members of the Citizens' Association of Des Moines, Iowa, voicing as we believe the sentiment of a decided majority of the most intelligent citizens of Des Moines, who are acquainted with the facts, do hereby enter a most earnest protest against the building of said track as proposed, and do request said company to construct it further south, a sufficient distance to admit of the building of a viaduct over said track."

On the 3d of May, the common council of the city of Des Moines entered upon its records the following proceedings:

"WHEREAS, It is reported to this council that the Chicago, St. Paul & Kansas City Railway Company has located its proposed new line of road across the south end of Seventh Street bridge; and,

"WHEREAS, The location of said railway line as now located will be dangerous to life and property when operated by said company, there being a large amount of travel to and from the southern portion of the county; therefore,

"Resolved, That the mayor is hereby instructed to notify said company that the public interest, as well as the safety of life and property, requires a change in the location so as to secure greater safety to public travel, and that in the event of said company or its officers refusing to make such change, the mayor shall enjoin said company from constructing its line as now located."

George C. McMichael, General Manager of the Chicago, St. Paul & Kansas City Railway, was advised by the Commissioners of the complaints and proceedings, and on the 11th day of May, the Commissioners viewed the proposed crossing. From the examination made of the proposed grade crossing and the surroundings, the Commissioners conclude that it would be dangerous and a burden that should not be put upon the public, if it can be avoided. They regard an over-crossing at that point as practicable, and as involving an expenditure that under the relations of the parties they do not regard as unreasonable. They, therefore, under the provisions of section 3 of the Commissioner Law, inform the railroad company that "in order to promote the security, convenience and accommodation of the public" a crossing should be made that will allow the travel from that section to pass over the railway tracks at an elevation sufficient to allow the trains to go below.

*Des Moines, Iowa, May 26, 1887.*

The railroad companies refused to be governed by this order, and the



Commissioners, under the provisions of chapter 133, laws of the Twentieth General Assembly, advised the Attorney General of the refusal. Proceedings were instituted in the District Court, in which the Commissioners were sustained, but the company took an appeal to the Supreme Court of Iowa, where the case is now pending.

JOHN MOHR, FORT DODGE, IOWA,

vs.

MASON CITY & FORT DODGE RAILROAD  
COMPANY.

*Cattle-guards.*

Filed May 9, 1887.

Mr. Mohr made complaint to the Commissioners that no cattle-guards had ever been constructed by the respondent company where their line runs through his farm near Fort Dodge, and that there was a very urgent necessity for them, in order that he might have the use of his land on both sides of the track for pasturing his stock. The matter was taken up by General Manager Smith immediately after his notification by the Board, and the structures finished to the complete satisfaction of the complainant.

CITIZENS OF LUVERNE, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY  
COMPANY.

*Change of name of station.*

Filed May 9, 1887.

#### DECISION OF THE COMMISSIONERS.

On May 10, 1887, the Commissioners received a communication signed by fifty-three citizens and business men of the town of Luverne, asking that the name of the station Whitman, on the Chicago & Northwestern Railway, be changed to Luverne, the name of the town, postoffice and station on the Minneapolis & St. Louis Railway. From the papers it seems that either the officers of the Chicago & Northwestern Railway or other parties acting with their consent and approval, had laid out a town eighty rods from the town plat of Luverne, and named the town and station Whitman, but had subsequently vacated all the plat except two blocks, and there is no building on said town plat of Whitman except a parsonage.

These citizens further state that owing to the annoyance in the delivery of

mails and merchandise they have repeatedly petitioned the Chicago & Northwestern Railway Company to change the name. At the time the postoffice was established the name of Whitman was proposed, but the department declined to recognize the name, as there was an office named Whittemore in the same county, and substituted Luverne, the Minneapolis & St. Louis Railway Company, changing the name of their station from Vernon to Luverne, to correspond. The managers of the Chicago & Northwestern Railway Company have long since abandoned the idea of making a town at their station, and as Luverne is now a growing town of five hundred inhabitants, and as all trains on the Chicago & Northwestern Railway stop at the station, they see no reason why the name of the station should not be changed to correspond with the name of the town. The petition was submitted to the officers of the Chicago & Northwestern Railway, and elicited a reply which contains the following statements: That it has been the wish of the company to change their station to the crossing of the Minneapolis & St. Louis Railway for the last two years, but the citizens of Luverne do not wish to have the station moved. If the citizens would open and grade the streets necessary to reach the crossing, the railway company would move its station to that point (we understand, inside the town of Luverne), and make the name to correspond, otherwise they see no propriety in the change. In reply the complainants state that they would prefer that the station should remain where it is; that a removal would be a detriment to property and the town, which has grown toward the present station, and if the railway, for its own purposes, desires to remove its station, it certainly should be at the cost of opening and improving the streets leading to it.

The question of changing the names of railway stations is not a new one to this Board, and in every instance, as in the present case, they regard the reasons for the change of name as sound, and those which in their judgment should govern the action of the parties under whose control the naming of stations comes. In but a single instance, in their judgment, has there been a valid reason assigned why the name should not be changed. Yet they have uniformly declined to interfere, the reason assigned being that "an examination of section 3 of the Commissioner law has satisfied the members of the Board that fixing the names of stations is not one of the powers conferred by the law upon the Commissioners."

While they regard the position of the company as a mistake on their part, they believe that as the station is in the civil township of Whitman, and Luverne is the name of another civil township in which the Minneapolis & St. Louis station is situated, the railway company may properly name the station from the township in which it is located.

It may be that this can be corrected, and that the proper tribunal may grant the remedy, but they do not find it in the powers conferred upon the Board.

*Des Moines, Iowa, July 6, 1887.*



S. E. HUSE, COON RAPIDS, IOWA,

vs.

CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY CO.

} *Terminal charges.*

Filed May 13, 1887.

## DECISION OF THE COMMISSIONERS.

The complainant, S. E. Huse, states that the Chicago, Milwaukee & St. Paul Railway Company is charging him on coal hauled from Perry to Coon Rapids, Iowa, a distance of thirty miles, one dollar and twenty cents per ton, while the Des Moines & Fort Dodge Railroad Company haul the same coal from Des Moines to Perry, 33 miles, for 46 cents per ton. The complainant asks for such relief as the Commissioners may think right to give. Roswell Miller, General Manager of respondent company, replying to this complaint says: "In the Iowa distance tariff in effect prior to April 5, 1887, there was a column naming rates on coal mined in Iowa. On April 5th, a new distance tariff for Iowa was issued, in which the rates on coal mined in Iowa were not given, thus making such coal subject to class D rates, according to the Western Classification, which made the rate for 30 miles 6 cents per hundred pounds. On May 10th, our road issued a special tariff giving rates on soft coal from Perry to various points. This names the rate to Coon Rapids as 4 5-100 cents per hundred pounds. This would make an over-charge on the shipment in question of \$5.40, which should be refunded."

The rate fixed by the Commissioners in the Glenwood case on first-class roads would make the local rate from Des Moines to Perry, 33 miles, 29.7 cents, and from Perry to Coon Rapids, 30 miles, 27 cents per ton, with terminal charges added. The only question to be determined is whether the terminal charge of 30 cents per ton properly applies to both local hauls.

In fixing a "reasonable coal rate" for Iowa in the Glenwood case the Commissioners were of the opinion that a terminal charge of fifteen cents at each end, or a total terminal charge of thirty cents per ton was a proper allowance for the service. In constructing a statute or the decision of a court, the primary consideration is the first intention of the legislature or court, and second, the meaning of the language used to express that intention.

This case, however, is quite different, as the parties who used the language are called upon to define the meaning thereof, and presumably are advised of the application intended, and the necessity for an exhaustive analysis and argument is obviated.

The term "terminal charge," while it was used in the opinion in a general sense, when applied to the operating of trains refers to the end or extremity, and is designed to cover the cost attending the switching of cars to side tracks leading to the mines for the purpose of loading, and for the use of the cars while being loaded, and the delays attending the same at the point

of receiving the freight, and also for the switching to side track at the point of delivery, and for the necessary delay of unloading, etc.

The law of the State makes it compulsory for one railroad company to receive the freight of another at connecting points (see section 1292), and the expense, if any, of this transfer should be provided for under the traffic agreement between the roads.

A fair interpretation of a terminal charge, when used in conjunction with a mileage rate as in this case, would be that where coal is hauled over two connecting roads, they be allowed to charge terminal rates at each end of the entire haul, and not at each end of each road.

*Des Moines, Iowa, July 25, 1887.*

S. E. HUSE, COON RAPIDS, IOWA,

vs.

CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY CO.

} *Terminal charges.*

Filed May 13, 1887.

## DISSENTING OPINION OF PETER A. DEY, COMMISSIONER.

I find myself compelled to dissent from the conclusions of my associates in the matter of terminal charges, where coal passes from one road to another. The fixing of rates has not hitherto been one of the duties of the Commissioners, but the coal case at Glenwood assumed such shape that the Commissioners were compelled to determine what was a reasonable rate for the haulage of coal over a single railroad for certain distances, and lay down some rule for general application.

The terminal charge as I understand it is for the use of the car for the time it is being loaded, the necessary switching, billing, etc., and in fixing these charges it was the intention of the Commissioners to put this service at as near its value as they could.

When a car is loaded with coal and put into a train, it was the intention to make the rate on each mile pay the cost of the service and a reasonable profit. When delivered at a road that crosses at grade on the Y the service for switching is fully as great as the switching to a side track at the same place where coal would be unloaded, and the detention under ordinary circumstances would be about the same. In the present case, the Des Moines & Fort Dodge company performs as great a service as if they delivered the coal to a merchant at Perry, and the Chicago, Milwaukee and St. Paul perform as great a service as they would if they took the coal from a mine at Perry, and delivered it to a merchant at Coon Rapids. The statute, section 1292 of the Code, says that where there are grade crossings the roads shall be connected by a Y, and the cars "shall be hauled at reasonable terms, and for a compensation not exceeding their ordinary rates." In this case the ordin-



ary rate from Des Moines to Perry would be terminal charges 30 cents per ton, 33 miles at 9 mills, 29.7 cents, or 59.7 cents per ton. From Perry to Coon Rapids, 30 miles at 9 mills per ton 27 cents, and terminal charges 30 cents, or 57 cents. My associates say that the expense of the transfer should be provided for in the traffic contract between the companies. In this case there is no traffic contract to which the companies are voluntary parties. The State by an assertion of authority says one road must deliver and the other receive the freight. The Commissioners fix the rates without consulting either of the roads. In this case in my judgment the roads are entitled to what the statute allows them, strictly construed.

This view will seem reasonable when it is considered that each road for its services receives but little more than the cost of drayage from the sidetrack to the consumer.

PETER A. DEY.

*Des Moines, Iowa, July 23, 1887.*

N. P. BULLOCK, LEON, IOWA,

vs.

COUNCIL BLUFFS UNION DEPOT CO.

} *Excessive charge for storage.*

Filed May 14, 1887.

Mr. Bullock wrote the Commissioners complaining that on April 21, 1887, while returning from Denver he stopped at Council Bluffs from Friday morning until Sunday evening, leaving his small satchel and a package at the union depot. On claiming his baggage he was charged sixty cents storage for the two days and a half, which he considered extortionate. He was asked by the Board to state the name of the respondent in the case, and again on May 25 was called upon by them to reply to their former letter. No answer being received from him after a delay of several weeks, the case was dismissed for want of prosecution.

D. D. SEARLES, SLOAN, IOWA,

vs.

SIOUX CITY & PACIFIC RAILROAD CO.

} *Damages for fire set by engine.*

Filed May 19, 1887.

#### DECISION OF THE COMMISSIONERS.

In November, 1886, a stack of hay belonging to D. D. Searles was burned, which he claimed was worth ten dollars. Mr. Leach, a neighbor, saw the fire and tried to put it out. From the statement of complainant, which seems to be admitted, it appears that the fire was communicated by sparks from an engine on the Sioux City & Pacific Railroad. From the correspondence between J. B. Owen, Claim Agent of the company, and Mr. Searles, furnished the Commissioners by the latter, it appears that the engine which set out the fire was inspected after the trip was made and found to be in perfect order, being fitted with the best known appliances to prevent the escape of fire, and that it was in charge of a skillful engineer. The right-of-way of the company had been mowed early in the season and later had been burned over, so that the Commissioners find the facts agreed upon to be that the fire came from the engine and communicated to inflammable material outside the company's right-of-way.

The statute under which damages are claimed is section 1289 of the Code: " \* \* \* and provided, further, that any corporation operating a railway shall be liable for all damages by fire that is set out or caused by operating any such railway, and such damage may be recovered by the party damaged in the same manner as set forth in this section in regard to stock, except to double damages." The statute has the effect to change the rule of the burden of proof from the plaintiff to the defendant, and render the injury *prima facie* proof of negligence on the part of the company.

The doctrine laid down in the decisions of the Supreme Court seems to be that the railway company may be permitted to show that they have used reasonable precaution to prevent setting out fires, and having used this precaution are not liable for a fire communicated outside the right-of-way. The cases referred to are *Small v. C., R. I. & P. Ry Co.*, 50 Iowa, 338; *Kiser v. C. & N. W. Ry Co.*, 30 Iowa, 78; 66 Iowa, 364; 65 Iowa, 267; 55 Iowa, 582; 50 Iowa, 215, and 51 Iowa, 294. The ruling of the court would, we think, prevent recovery in the case as we have stated it.

*Des Moines, Iowa, June 17, 1887.*



GEORGE H. HALE, WASHINGTON, IOWA,

vs.

CHICAGO, ROCK ISLAND & PACIFIC R'Y CO.

*Discrimination against localities.*

Filed May 26, 1887.

#### DECISION OF COMMISSIONERS.

On May 24, 1887, George H. Hale, of Washington, Iowa, complained to the Commissioners that since the inter-State commerce law went into effect the Chicago, Rock Island & Pacific Railway Company has charged for freight on wheat from Washington to Chicago 18 cents, and on corn and oats 16 cents per hundred pounds. Previously the rates had been 16 and 14 cents. Washington is 38 miles west of Muscatine, on the line of the railroad, while at Wellman, a competing point on the Burlington, Cedar Rapids & Northern Railway, 52 miles west of Muscatine, and whose freight all goes to Chicago from Muscatine over the line of the Chicago, Rock Island & Pacific Railway, the freight on wheat is 16 cents and on corn 14 cents per hundred.

As proof of this, Mr. Hale sends the Commissioners two expense bills, one from Washington, May 16th, delivered in Chicago May 17th, car No. 970, loaded with oats, on which the rate was 16 cents per hundred pounds; the other car, No. 6898, loaded with oats, shipped May 27th from Wellman, the rate being 14 cents. He also states that four years before the rate on corn and oats was 12 cents, which in his opinion is enough at the present time.

The officers of the railway company admit in the main the truth of the complaint. They state that previous to April 1st, when the inter-State commerce law took effect, the rate from Washington to Chicago on wheat was 15½ cents, on corn 14 cents; from Wellman, wheat 18, corn 14. That the tariff taking effect April 1st made from Washington, wheat 18, corn 16; from Wellman, wheat 18, corn 14; the tariff taking effect May 19th made from Washington, wheat 18, corn 15; the tariff taking effect June 1st made from Wellman, wheat 18, corn 15 cents. The reason for the discrepancies was that in making the tariff to conform to section 4 of the inter-State commerce law, the error of advancing corn two cents above the Wellman rate was made. This has since been corrected. The rate was advanced at Wellman the same day that it was reduced at Washington, but could not go into effect until the ten days' notice expired required by the law in all cases where advances were made.

The action of the company has given the two places the same rate, and the discrimination has been remedied. It is stated that four years ago the rate was voluntarily made 12 cents on corn and oats from Washington to Chicago. This might be construed into an admission on the part of the company that this is a reasonable rate between these two points. As this is inter-State commerce, the Commissioners are not authorized to determine this question.

*Des Moines, Iowa, June 16, 1887.*

B. F. W. COZIER, INDIANOLA, IOWA,

vs.

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

*Failure of trains to make connection at Sheldahl crossing.*

Filed May 26, 1887.

Mr. Cozier made complaint to the Commissioners that the trains of the Chicago & Northwestern and Chicago, Milwaukee & St. Paul Railways failed by only a few minutes to make connection at Sheldahl crossing, thereby causing great inconvenience to passengers desiring to change cars at this point.

The time of passenger trains was promptly revised by the officers of both companies to make close connections at this point.

CITIZENS OF DENISON, IOWA,

vs.

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

*Station at crossing.*

Filed May 23, 1887.

#### DECISION OF THE COMMISSIONERS.

On May 28, 1887, a petition signed by W. A. McHenry and eighty-four other citizens of Denison, was filed in this office, asking for suitable transfer facilities at the crossing of the Manilla & Sioux City branch of the Chicago, Milwaukee & St. Paul Railway, and the main line of the Chicago & Northwestern Railway, as provided by chapter 24, laws of the Nineteenth General Assembly.

All parties in the case were notified, and on July 1st the Commissioners met the people and representatives of the railroads at the crossing, and heard facts and arguments for and against the prayer of the petitioners. On July 5th, two remonstrances were filed in the office, one signed by George Rule and twenty-three other residents of Bell Station, the other by S. E. Dow and nineteen others, of Dow City, protesting against any action by the Commission recommending a station at this crossing. These recommendations base their opposition to the station on the ground of prospective injury to the business in Dow City and Bell. The petition signed by more than double the number of those remonstrating bases its claims for



the station on the ground of public convenience. A large number of the citizens of the county living along the line of the Chicago, Milwaukee & St. Paul Railway have business at Denison, the county seat, and desire to reach it by railway. In the opinion of the Commissioners a large number of the citizens of Crawford county would be greatly benefited by proper facilities for transfer from one road to the other at this crossing. The local shipments of freight to and from this point are not likely to be of any importance. The Commissioners are inclined to doubt whether any provisions for handling it are required. The design of the law (chapter 24 of the Nineteenth General Assembly), was to accommodate the traveling public rather than the interests of those living near the railroad crossings.

The Commissioners are of the opinion that a platform along the track of each road and an inexpensive building at the crossing suitable for the protection and convenience of passengers who may wish to change from one road to the other is a public demand and they so recommend; also that it be warmed and lighted before the arrival and departure of trains carrying passengers. The law requires that where two roads cross at grade, their tracks shall be made to connect by a Y.

*Des Moines, Iowa, July 9, 1887.*

THOS. G. TASKER, ONSLOW, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY COMPANY.

} Overcharge.

Filed June 2, 1887.

Mr. Tasker shipped eighteen cars of corn over the defendant's road from points in western Iowa to the eastern part of the State, between December 18th, 1886, and January 12th, 1887, and was charged 20 cents per hundred on all shipments. He made complaint to the Board that under an arrangement entered into by all the roads doing business in Iowa, this rate should have been only 15 cents, this being the maximum agreed on for the greatest distance within the State on corn for feeding purposes, beginning on the 18th of December.

With the aid of the Commissioners complainant was refunded the amount claimed after investigation by the company.

DANIEL DODGE, WHAT CHEER, IOWA,

vs.

CHICAGO, ROCK ISLAND & PACIFIC R'Y CO.

} Violation of Sec. 1292 of Code.

Filed June 3, 1887.

#### DECISION OF THE COMMISSIONERS.

On May 23, 1887, Daniel Dodge of What Cheer, Iowa, wrote the Commissioners, asking why he could not ship coal from What Cheer to Malcom. He states that the Chicago & Northwestern Railway runs direct from What Cheer to Carnforth, where it is connected by a transfer track with the Chicago, Rock Island & Pacific Railway, which runs directly to Malcom. He says that he would like to ship coal from What Cheer to his mills at Malcom, and ship mill stuff by the car load in return; that there are other parties who are interested in transferring freight from one road to the other. The agent of the Chicago & Northwestern Railway at What Cheer says that the Chicago, Rock Island & Pacific would not receive loaded cars from them at that point. On May 30th Mr. Dodge loaded a car of slack coal, Northwestern car No. 10335, and consigned it to D. Dodge & Son, Malcom, Iowa. On delivering the car at the Y at Carnforth, the following notice was sent by the agent of the Chicago, Rock Island & Pacific Railway at Brooklyn: "We have received notice from the General Freight Agent that coal cannot be received from the Chicago & Northwestern Railway at Carnforth unless loaded on one of our (C., R. I. & P.) cars."

The attention of the officers of the road was called by the Commissioners to this reply, and the car was ordered forwarded. In explanation of the refusal to forward the car to destination, the Assistant General Manager of the road says:

"It has heretofore been generally understood among railroad companies that they are not compelled to do business in each others cars; that in case of shipments directed to strictly local points on other companies lines, cars would be ordered from the line to which such business was destined. In this particular case it was an error on the part of the Chicago & Northwestern, and they had neglected to order one of our cars for the shipment in question, and therefore we temporarily declined to receive it. I trust this explanation will prove satisfactory."

Mr. Dodge wishes to ship coal in car-load lots without break of bulk or delay from What Cheer to Malcom; we suppose he is indifferent as to whose cars carry it or the return loads of mill stuffs. Section 1292 of the Code says:

"Any railroad corporation operating a railway in the State intersecting or crossing any other line of railway of the same gauge operated by any other company, shall by means of a Y or other suitable or proper means be made to connect with such other railway so intersected or crossed, and



railway companies where railroads shall be so connected shall draw over their respective roads the cars of such connecting railway, and also those of any other railway or railways connected with said roads made to connect as aforesaid, and also the cars of all transportation companies or persons, at reasonable terms and for a compensation not exceeding their ordinary rates."

As the Commissioners understand it, this section of the Code requires the railways to receive the cars tendered by Mr. Dodge at this crossing from the two points named, or any others along the lines of their respective roads, and they would advise the companies to furnish Mr. Dodge all the necessary facilities for doing the business offered by him.

*Des Moines, Iowa, June 28, 1887.*

E. B. ERICSON, HUXLEY, IOWA,

VS.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY  
COMPANY.

} Damage by fire.

Filed June 11, 1887.

#### DECISION OF THE COMMISSIONERS.

On June 9, 1887, Mr. Eric B. Ericson complained that on October 17, 1886, one of the engines of the Chicago, Milwaukee & St. Paul Railway Company set fire to and burned six tons of his hay, worth three dollars per ton, and damaged his fence to the amount of two dollars. There seems to be no dispute with regard to the facts, as the section men of the company saw the fire start.

Mr. Roswell Miller, general manager of the company, in reply to a copy of the complaint furnished him, says: "This case was investigated, and it appears that the fire did not start upon the company's right of way, and the engine was in perfect condition. We are therefore not liable." Mr. Ericson says that the fire did not start upon the company's right of way, but about a foot over the fence. The case as presented must be decided entirely upon the construction given the law, the facts being agreed upon.

The statute upon which Mr. Ericson bases his claim for recovery is 1289 of the Code, which fixes an absolute liability upon the part of a railway company for stock killed, when the company fails to fence where such right to fence exists, unless the damage was occasioned by the willful act of the owner or his agent. The clause referring to damages by fire reads as follows: "And provided further, that any corporation operating a railway shall be liable for all damages by fire that is set out or caused by operating any such railway; and such damage may be recovered by the party damaged in

the same manner as set forth in this section in regard to stock, except as to double damages."

In construing this statute the Supreme Court of Iowa, in the case of *Small vs. Chicago, Rock Island & Pacific Railway Company*, 50 Iowa, 838, says: "The question presented is, as to whether the railway company is absolutely liable, without regard to negligence, if the fire was set out by sparks from one of its engines, or whether the liability must be based upon negligence; the fact of the injury, however, if occurring, being *prima facie* evidence of negligence."

If the question of negligence is excluded, the statute fixes the liability. The provision, however, is that a person may recover for injury by fire in the same manner as for injury to stock.

In that case, the neglect to fence the road is *prima facie* evidence of negligence, and the burden devolves upon the company to show itself free from negligence. The theory of the decision is, that the railroad company cannot wholly prevent the escape of sparks, and if their right of way is free from combustible matter, and the best known appliances are used to prevent the escape of sparks, and the machinery managed in a careful and skillful manner, this is an answer to the *prima facie* evidence of negligence. Stacks of grain and hay are built in proximity to the railway. They are surrounded by dead grass, stubble and other combustible material. Safety to the stacks can be secured by removing or plowing around them; the railroad company can do neither. It has no reliance but the prudence of the owner. The court says that to construe the statute as creating an absolute liability, without regard to the negligence of the company would be an error. We have endeavored to quote this decision correctly, and to draw no inference not justified by its language. The important matter for the farmers along the lines of railway is to understand that the law creates no absolute liability, and that it is their duty to throw around their property all reasonable safeguards, such as clearing the immediate vicinity of combustible material, and plowing around stacks, so that they are not liable to the charge of contributory negligence.

With their understanding of the law as it now is, the Commissioners are of the opinion that in this case Mr. Ericson has no remedy upon the railway company.

*Des Moines, Iowa, July 29, 1887.*



W. T. WRIGHT, OSKALOOSA, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY  
COMPANY.

CENTRAL IOWA RAILWAY COMPANY.

} *Over-charge.*

Filed June 8, 1887.

## DECISION OF THE COMMISSIONERS.

W. T. Wright, of Oskaloosa, Iowa, complains that on June 3, 1887, he purchased a first class ticket from Oskaloosa to Cedar Rapids for two dollars and sixty cents, and that on June 4th he paid three dollars and eighty cents for a similar ticket from Cedar Rapids to Oskaloosa. The matter was referred to Marvin Hughitt, President of the Chicago & Northwestern Railway Company, who stated that the rate charged by the Central Iowa Railway for the north bound trip was evidently an erroneous rate, and enclosed a draft for one dollar and twenty cents in favor of the complainant. On June 28th, J. P. Nourse, General Passenger Agent of the Central Iowa Railway, to whom the matter had also been referred, replied substantially that the discrepancy came through the changes of rates since the Inter-State Law went into effect; that the rate as now fixed is three dollars and eighty cents, on the basis of three cents per mile by the line from Oskaloosa via Columbus Junction. It is ordered that the draft be sent to complainant.

*Des Moines, Iowa, July 8, 1887.*MASON CITY & FORT DODGE RAILROAD  
COMPANY

vs.

CROOKED CREEK RAILWAY & COAL  
COMPANY.} *Crossing.*

Filed June 14, 1887.

## FINDING OF THE ARBITRATORS.

On June 14, 1887, the Mason City & Fort Dodge Railroad Company filed with the Commissioners an application for permission to cross the track of the Crooked Creek Railway & Coal Company at a point in the Crooked Creek Valley in section 13, township 87, range 28, for the purpose of reaching the coal mine of Silas Corey. The fee to the land to be occupied by the petitioner with its proposed extension is in Silas Corey, and the right of way had been secured from him and the road-bed graded. On the 14th of June, 1887, a contract was made between the two companies by which the matters

in contest were submitted to the Railroad Commissioners as arbitrators to hear and determine, and their decision was to be final.

The Mason City & Fort Dodge Railroad Company had located a spur or branch track from the main line of their road across the right of way of the Crooked Creek company's main line to Corey's mine, near Lehigh, and the latter company refused to allow the crossing; claiming, first, that the crossing is unnecessary and sought for the purpose of destroying a competing line; and, second, that the Crooked Creek Railway & Coal Company is the owner by purchase from Corey of a right of way across the land in question sixty feet in width, for hauling, dumping, etc., for getting out coal on the company's land south of this tract, and to use it advantageously they must occupy the land proposed to be taken. It was stipulated in this agreement that the arbitrators should meet on the grounds at Lehigh, and after an examination of the premises they should hear testimony and arguments of counsel, and decide: First, whether the Mason City & Fort Dodge Railroad Company shall have the right to make the crossing desired; and, second, if so, upon what terms? It was stipulated that no work should be done and no effort be made to obtain possession of the crossing until a decision was rendered which should fix the amount of damages, and no right should be acquired to enter upon said right of way until the money awarded is paid, and the award shall so determine.

On the 7th of July, the Commissioners, by appointment as above stated, met the parties interested on the grounds, complainant being represented by Mr. O'Connell for A. N. Botsford, attorney for the road, and respondent by the President of the road, Mr. W. C. Willson, and his attorney, Judge Chase.

It was claimed by Mr. Willson that the proposed crossing would prevent him from properly and economically operating his coal mines, as it would not permit him to construct the proper length of side-track required to reach the point from which he must, from the lay of the ground and the dip of the coal, enter his mine, and that he would be compelled to handle his coal with teams at great additional expense. Mr. Silas Corey filed with the Commissioners a certified copy of the right of way agreement between himself and the respondent, in which the respondent agreed to place all necessary switches and side-tracks to enable the said Silas Corey to load and ship coal over said road, free of charge to said Silas Corey. Mr. Corey claimed that up to this time respondent had wholly failed to comply with the terms of such agreement, and that he had been forced to cart his coal to the respondent's track at heavy expense, hence his desire to have a side-track connecting his dump with relator's road. The tracks of the roads of both parties hereto run about parallel across the southwest quarter of the north-west quarter of section 13, and there is no practical way for the complainant to reach Mr. Corey's mines with a spur, except by crossing respondent's road. Section 1265 of the statutes of Iowa seems to cover the question of the right of one railroad to cross the track of another, and sections 1244 to 1253 point out the steps to be taken. The Commissioners are called upon



to determine the right of one road to cross another with a spur track, the necessity for a crossing and the manner of crossing.

*First.* Is the crossing necessary, or is it simply sought for the purpose of destroying a competing line? The two railroads at this point are nearly parallel, and terminate less than one half a mile west of the proposed crossing, and although it was claimed that eventually they would both be extended, so far as appears they are there simply to reach the coal in that valley, and are competing for its transportation. In this view of the case, we are of the opinion that no obstacle should be placed in the way of either company reaching any mines in this valley, where the owner of the mines and the company mutually agree and wish the connection. We are not disposed to limit the meaning of the word necessary to its narrowest sense. While the same markets might be reached by both roads, we think the spirit of the law would give to each worker in coal the right to employ any carrier that he sees fit, and whatever side tracks or spurs are required to reach his mines would properly be regarded as necessary.

*Second.* The Crooked Creek Railway & Coal Company is the owner of a strip of land by purchase from Corey sixty feet in width across the southeast quarter of the northeast quarter of section 13, twp. 87, range 28 west.

This strip in Corey's deed is called an entry, and necessary for hauling, dumping, and all other purposes for all coal mined from the east half of the southeast quarter of section 13, twp. 87, range 28, excepting five acres off the west side of the same. The above right of way to cease when all coal has been mined on this tract. This entry to commence at the track of the Crooked Creek Railroad and run in a southerly direction to the north line of the east half of the southeast quarter of section 13, twp. 87, range 28. From the description, the right seems in the nature of a float, and would seem to confer the right to locate this strip 60 feet in width from the railroad track to the land described anywhere on the intervening land. The deed is dated December 31, 1885. As we understand, the float has not yet been located, and there is nothing to indicate the possession of the particular parcel of ground needed for the entry. It is not our view that the entire tract is to be kept from any or all uses until such time as the purchaser sees fit to locate his entry.

Had the entry been located and occupied, it would have been a proper subject for damage; as it is, it can hardly be considered, damages being too indefinite and remote. This, however, is not intended to deprive the company of the use of the land granted in the float, except in so far as it will not obstruct the use of the spur track to Corey's mines, the right of way being presumed to be granted over this line if required. A deed from Mr. Corey to Crooked Creek Railway & Coal Company was filed, and the claim made that the consideration had never been paid, and therefore the railway company had no rights upon the land where the crossing was sought to be made.

In the deed the Crooked Creek Company agreed to construct free of charge to Mr. Corey all necessary switches and side tracks to load and ship coal over said road, and in case of neglect or refusal the deed to be null and

void. It is claimed that the sidings and switches have not been constructed. In a controversy between Mr. Corey and this company, this failure to comply would be ground for damages, but we do not see that it figures in a case where Corey is not a party, and where the complaining railroad is and has been for a long period in undisputed possession. The arbitrators hold:

*First.* That the Mason City & Fort Dodge Railroad Company has the right to make the desired crossing, public necessity demanding the same.

*Second.* The Mason City & Fort Dodge Railroad Company shall pay to the Crooked Creek Railway & Coal Company the sum of fifty dollars (\$50) damages for the right of way at the crossing, which money shall be paid before any work shall be done at the crossing. The crossing frogs shall be put in by the Mason City & Fort Dodge Company. They shall conform to the angle between the crossing track and the track of the Crooked Creek road, and shall be so put in and adjusted that the latter road can be operated without detriment from the frogs, in other words constructed in a workmanlike manner, and so as not to interfere with the working of trains. In addition, whenever the Crooked Creek Railway & Coal Company put in a side track to connect with the dump above referred to, on this tract of land, the Mason City & Fort Dodge Railroad Company shall put in the crossing frogs, adjusting them in the same manner as in the main line.

(Signed)

PETER A. DEY,  
L. S. COFFIN,  
SPENCER SMITH,

Arbitrators.

Des Moines, Iowa, August 1, 1887.

CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY CO.

vs.

CHICAGO, ST. PAUL & KANSAS CITY RAILWAY CO.

Crossing.

Filed June 16, 1887.

#### DECISION OF THE COMMISSIONERS

On June 16, 1887, the Chicago, Rock Island & Pacific Railway Company filed in the office of the Commissioners a paper stating that they were and had been for a long time operating a railway in the valley of Middle River in Madison county; that in the season of freshets the river frequently overflows its banks, and on different occasions it had destroyed the tracks of the railway company by overflow and rapid current. That the Chicago, St. Paul & Kansas City Railway Company was building a road from Des Moines southwestwardly, crossing said line in the valley of Middle river, building a solid embankment of earth across the valley, crossing the railway of complainants by an overhead bridge; that the only openings left in this embankment are at the railway crossing, an under crossing for a highway, and an



opening at the river about two thousand feet south of the railroad crossing. They furnished a profile showing that the part of the valley where the Chicago, Rock Island & Pacific Railway runs is some three or four feet lower than the general average of the valley between the crossing and the river. This being the case, they claim that the current in the opening left for the railway must be greatly increased, and the water materially raised. That the embankment will operate to obstruct the drainage, injuring property owners as well as the railway company.

They ask of the Commissioners an order that will protect their property. A copy of the complaint was sent to the Chicago, St. Paul & Kansas City Railway Company, and on June 23 the Commissioners went down with the attorneys and officers of both railways and looked over the ground, asked the engineers to prepare a statement of the amount the water would be raised and the velocity of the current increased by the contraction caused by this embankment. On July 8, Messrs. Hubbard, Dawley and Knowlton were at the office of the Commissioners, and presented the results of surveys made. Mr. Dawley gives in evidence that the fall in the valley of Middle river above the crossing is six feet per mile, below the crossing three feet per mile; he says that where their road crosses the valley is level. The fall in Clanton creek is also six feet per mile. The valley of Middle river is 4,450 feet wide. Where the river bridge is put in at high water it is 215 feet wide, and the bridge is 440 feet long. There is 85 feet between the bridge and the Rock Island track. Mr. Dawley does not regard more waterway necessary. Mr. Williamson owns the farm at the red gate, where the high water mark of 1885 is found. He says that Clanton creek raises before Middle river, and running north and west spreads over the bottom at this crossing and its effect is to make Middle river higher. He has seen the river up twenty times in 32 years, and four times in one season. If the water from Clanton creek could be kept from backing up, the bottom would have been overflowed but twice. He says that the Rock Island road is in the lowest part of the valley, and that the current would be stronger there; that there is not much current when the water is high.

Mr. Knowlton says that Middle river drains an area of 320 square miles; that the embankment on Clanton creek will retard the water from going into Middle river; he thinks there is sufficient waterway; the embankment will not make much difference in the height of water; the velocity will be 40 per cent faster than before the embankment was put in; the Rock Island track at the crossing is two feet below high water mark at the red gate; the Rock Island track can never be put any higher than it is at present and leave 20 feet head room above the track, as long as the Diagonal embankment is where it is. Mr. Knowlton furnished the following:

The area of water at the red gate was 23,500 square feet, velocity 4.64 miles per hour. This he claims to be in excess of the discharge of the Mississippi river at Dubuque in 11 feet raise of water, and largely in excess of the Des Moines river at Locust street bridge in this city. (This latter area is probably too small, and the velocity of the current probably under-estimated.) At high water mark the waterway left equals 4,900 square feet. Mr. Knowlton's

statement is that the valley rises toward Bevington from the crossing at the rate of 6 feet per mile, and falls toward the Des Moines, Osceola & Southern Railroad at the rate of 3 feet per mile. In the flood of 1885, the high water at Bevington was 6 feet higher than at the red gate 4 miles down, and at the red gate 6 feet higher than at the Des Moines, Osceola & Southern Railroad 1 mile below, reducing the fall of high water from six on the surface of the ground to three feet per mile for two miles, and for the mile below increasing the fall of high water on the surface of the ground to four feet on the surface of the high water. It is difficult to account for this fact with the valley unobstructed. With the embankment built the solution will be more readily found. The answer of complainants is:

*First.* That the construction adopted endangers their roadway.

*Second.* Experience of fifteen years shows great overflows, and from the obstructions placed by defendant, the force and depth of the discharge will be increased at the openings left sufficient to wash away complainant's road.

*Third.* The authority of the Board to act in this case is fully discussed, this case it is contended being a matter of public right.

*Fourth.* The elevation of high water at the red gate was two feet higher than complainant's grade at the crossing, which is less than one half a mile below, and the elevation of defendant's road is so low that complainant could not raise its grade above high water mark and leave the required head room.

*Fifth.* The high water of 1885 washed away two miles of complainants' track between Bevington and the narrow gauge crossing, and with the present construction of waterway, it will be impossible to maintain a road bed in time of flood.

*Sixth.* Prior to the erection of the embankment the area of high water was 33,500. The embankment has increased this area to one-sixth of this amount. The argument is made that if two miles of track was carried away by the flood of 1885, with the water area reduced to one-sixth its size, the complainant kept by the grade of defendant's road with his grade to the same level, must be entirely washed out.

*Seventh.* This condition will be but little modified by the back water of Clanton creek, because the mouth of Clanton is four feet lower, and Middle river is often in flood when Clanton creek is not out of its banks. Clanton being the shorter stream would rise more rapidly and subside before Middle river reached its height.

The situation is about this, as the Commissioners understand it: Middle river is a stream with an unusually narrow drainage for one of its length in Iowa, as Mr. Knowlton testifies, draining but 320 square miles. It falls however with considerable rapidity, its source being very nearly 900 feet above the Mississippi river. The descent from the sources of the river to this crossing would not vary much from 8½ feet per mile, or deducting the abrupt descent at the heads of the stream, it is fair to assume that after the valley has assumed its general character the average descent of its entire



distance would be seven feet to the mile. This fall is very rapid, and indicates that in case of a sudden fall of water or flood, the water would be carried down the valley with great rapidity. The engineers of the railway companies differ as to the area of water in flood, the one claiming 33,000 feet area, the other 23,500. As this latter has been made recently and with all the data before them, the Commissioners have assumed it to be correct. They find the wet perimeter of the valley in the flood of 1885 to be about 4100 feet. This would give a hydraulic mean depth of 5.73 feet. The fall of the valley above the crossing they understand to be five feet per mile, below about three feet per mile.

The fall of high water from Bevington to red gate, two miles, they understand from high water marks taken to be seven feet for the two miles. From the red gate to the Des Moines, Osceola & Southern Railroad, four feet, a distance of one mile. This would give a current with a mean depth above given of 6.92 feet per second, or 4.72 miles per hour from Bevington to the crossing. It is however probable that the current would not be uniform across the valley, and the velocity would be greatest in the river channel, and in the low ground in which the Rock Island road runs. The discharge would figure 162,620 cubic feet per second. If the figures of the Commissioners are correct, (and they regret that the railway companies did not furnish an estimate of the increased velocity of the current, or the amount the water would raise, as they would have been glad to have checked their estimates), it would raise the water at the crossing about four feet, and double the velocity through the openings.

The effect may be somewhat modified by the action of the waters of Clanton creek, and other conditions that may enter into the case, but it does not change the fact that a very large volume of water will be forced through the opening left for the passage of the Rock Island road.

The Commissioners are of the opinion that the grade of the defendant road should be built high enough to admit the raising of the complainants' roadbed four feet above the high water of 1885 at this crossing, and that the area of the water way should be increased at that point to about twice the present size. This being the lowest part of the valley, they think the largest water way should be made there. With this done, the complainant road must be protected with riprap, but they do not regard this as properly belonging within the line of their inquiry.

*Des Moines, Iowa, July 23, 1887.*

JOHN BLANCHARD, BLENCOE, IOWA,

vs.

SIOUX CITY & PACIFIC RAILROAD COMPANY.

} *Stock killed.*

Filed June 22, 1887.

#### DECISION OF THE COMMISSIONERS.

On June 14th, John Blanchard of Blencoe, made complaint to the Board that on or about May 14th he had a steer killed by a train on the Sioux City & Pacific Railroad between River Sioux and Blencoe stations; that he was notified of the fact by the section foreman on the same day; that he sent in his valuation of the animal as \$20; that his letter was unanswered and no attention was paid to his claim. In answer to a letter from the Commissioners he stated on June 16, that the steer was killed on a highway crossing about three miles north of River Sioux station.

The matter was referred to the railway company, and in reply, Mr. Fitch, the General Manager of the company says that the animal was killed at a road crossing, that the railway was properly fenced and the necessary cattle guards in. A railway company is not required to fence a public highway and an action for damages cannot be sustained for cattle killed at a crossing where the track is fenced and suitable cattle guards put in. This has been repeatedly held by the courts. The law gives Mr. Blanchard no remedy.

*Des Moines, Iowa, July 2, 1887.*

LAKE MANAWA RAILWAY COMPANY,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO.  
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.  
WABASH, ST. LOUIS & PACIFIC RAILWAY CO.  
CHICAGO, BURLINGTON & QUINCY RAILROAD CO.

} *Railroad crossing.*

Filed June 23, 1887.

#### DECISION OF THE COMMISSIONERS

On June 24th, 1887, the Commissioners received from J. K. Graves, the General Manager of the Lake Manawa Railway Company, a complaint stating that he was constructing a motor line from the Broadway depot of the Union Pacific Railway Company in Council Bluffs, Iowa, to Lake Manawa; that he had laid most of his track, and was preparing to cross the tracks of the above mentioned roads at grade on Ninth Street, but had been enjoined by the Chicago, Rock Island & Pacific, Chicago, Burlington & Quincy, and



Chicago, Milwaukee & St. Paul Railway companies. To the complaint the Commissioners replied that as the matter was in the hands of the courts, any interference on their part would be impertinent. Further communication with Mr. Graves induced the Commissioners to visit Council Bluffs on June 25th, where they met Mr. Thomas Wright, attorney for the Chicago, Rock Island & Pacific Railway, who disclaimed any authority to make any concessions for his company. By agreement of the parties, Thursday, June 30th, was fixed for the hearing, and the representatives of the three railways suing out injunctions were notified to meet the Commissioners at that time in Council Bluffs. On that date the case was taken up for consideration, the parties being present.

Mr. Graves stated that his company desired to cross at grade all the tracks on Ninth street, and that he wished to notch the rails of the roads crossed to a depth that would allow the flange of the wheels of his motors to pass through. All the companies objected to a grade crossing and to notching the rails. The Chicago, Rock Island & Pacific especially objected to a grade crossing at Ninth street, from the fact that it was within the limits of their switching yards and would cross six tracks that were constantly in use for switching cars; that the usual stops and signals required by law must be made for every switching train moving on these tracks, as well as through trains, and that the detriment to the use of their road was such that they would be compelled to resist the crossing by every means in their power. The other railways represented made no special objection to the grade crossing on this street more than to the other streets, but all united in the statement that they regarded this as a case where the crossing should be overhead, and that there was no necessity for a grade crossing.

They also united in the statement that cutting or notching the rails as suggested by Mr. Graves, would be attended with great damage to their roads, and danger in their use.

The powers of the Commissioners as they understand are in this case purely advisory, and whatever findings they may make may be disregarded, unless determined reasonable by the courts on appeal to them in the form prescribed by statute. It has been the uniform practice of the Commissioners to discourage as much as possible all grade crossings, even down to common highways. In several cases they have refused emphatically to give their consent to the opening of streets across railroad tracks in yards, even where the inhabitants of the town have unanimously requested it. The safety of the public is paramount to all considerations either of convenience or economy. In this case a steam motor line virtually running from two large cities with an aggregate of nearly one hundred thousand inhabitants to a summer watering resort, over which in all probability large numbers will be constantly going and coming during the summer months, seek to cross the tracks, and in one case the yards of four of the great trunk lines of railway which are important links in the central trans-continental railways of the nation. The first question to be determined is the necessity of a grade crossing. The Commissioners are of the opinion that the

word "necessary" is limited in its meaning by the circumstances and conditions surrounding the special case under consideration.

While it rarely happens that a railway crossing under similar conditions of topography is made in this State other than a grade, they believe they are fully sustained in the opinion that this is a case where a grade crossing is unavoidable for the present, and they so hold. The State law with regard to railway crossings, if strictly complied with, should give reasonable protection and security against accidents. These crossings being within the city limits, it is also the province of the city authorities to require flagmen to be stationed in localities that are dangerous, and furnish such other safeguards as may be necessary. With regard to notching the rails for the flanges, from the statements made and from their knowledge of its effect on steel rails, they are of the opinion that the tracks crossed should be with the regular crossing frogs such as are usual in railway crossings, and they so hold.

The Commissioners are of the opinion that the crossing of the Chicago, Rock Island & Pacific tracks should be either on Eighth or Seventh street, and as advised see no special objection to the crossing of the tracks of the other roads on either of these streets named, and they accordingly advise the crossing to be made in compliance with the above suggestion. The understanding of the Commissioners is that the contracts for making and maintaining crossings usual between railway companies in the State are to be made.

*Des Moines, Iowa, July 2, 1887.*

M. W. EATON, WAUKON, IOWA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY  
COMPANY.

*Damages for stock.*

Filed July 5, 1887.

#### DECISION OF THE COMMISSIONERS.

M. W. Eaton complains in a letter dated July 5, 1887, that in a car load of hogs shipped April 11th, from Waukon to Chicago, over the Chicago, Milwaukee & St. Paul Railway, there were eleven dead hogs, weighing 2,640 pounds, and that the amount he received for them was \$37.28 less than he would have received had they reached the market alive. The hogs were in good condition when loaded, and should have reached Chicago on the morning of April 12th, but in consequence of an accident to another train they were delayed, and did not reach Chicago until between one and two P. M. He states that he has shipped hogs every week since, and lost not to exceed one in a car. He believes he would not have lost any in this car had it gone



through without delay, or if the hogs had received proper care. Mr. Tucker, assistant general manager of the company, admits delay to the train, occasioned by the wreck of another train, caused by obstructions placed upon the track; denies that time is an element in the contract for transportation; claims that the hogs were well cared for; that they were watered three times between Waukon and Dubuque and twice between Dubuque and Savanna; that they left Savanna in the night, and as it was cool did not need water after that time. The hogs left Waukon at 10:30 of the morning of April 11th and reached the stock yards at 12:05 on April 12th. This much is admitted by both parties. The hogs were watered five times between 10:30 in the morning and 10:55 in the evening of April 11th; they were not watered between that time and 12:05 of the 12th. Patterson Brothers, commission men, say the day was very warm.

The Commissioners think the question of liability for the loss rests upon whether the hogs received proper attention. They were delayed, it is claimed, four hours, at Roselle. This delay imposed on the carrier the duty of caring for them that would not have been required had they been in motion. They were not watered at all on the 12th; they were watered five times on the 11th, although on this day they were most of the time in motion, and required less care than when standing still. The natural propensity of the animal is to crowd to the outside of the car where they can get air while standing still. It seems to the Commissioners from the statements made, that proper care and watering even with the delay the train was subjected to, would not have increased the loss in this car of more than the average of Mr. Eaton's shipments, and they advise the Chicago, Milwaukee & St. Paul Railway Company to adjust the loss on that basis. They regard themselves as fully sustained in their position by the decision in the Supreme Court of Iowa of *Kinnick Brothers vs Chicago, Rock Island & Pacific Railway*, Iowa Reports, Vol. 69, page 665.

*Des Moines, Iowa, August 29, 1887.*

CITIZENS OF EVERLY, IOWA,

VS.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

*Station facilities.*

Filed July 12, 1887.

The citizens of Everly, a new town on the Chicago, Milwaukee & St. Paul Railway petitioned the Board on July 12th to order the erection of a station house, at that point by the respondent road, stating that a business of \$23,000 was done there by the company last year, one item alone being the shipment of 300 cars of hay. The officers of the road having been apprised of this petition, they made answer at once that it was the intention

of the company to begin the erection of a building at Everly as soon as possible, this point having been placed on the list for improvements some time ago. Shortly after the Board was notified that the station house has been completed to the satisfaction of complainants.

DUBUQUE BOARD OF TRADE, DUBUQUE,  
IOWA,

VS.

ILLINOIS CENTRAL RAILROAD COMPANY.  
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

*Switching facilities.*

Filed July 14, 1887.

#### DECISION OF THE COMMISSIONERS.

On the 13th of July, 1887, the following telegram was received at the office of the Railroad Commissioners:

DUBUQUE, IOWA, July 13.

TO E. G. MORGAN, *Secretary Railroad Commission*:

The Chicago, Milwaukee & St. Paul and Illinois Central Railroads positively refuse to switch some cars given them by other railroads in this city, and on Monday advanced the charges for switching from one dollar to two dollars per car. The Board of Trade assembled, and ask you for immediate relief.

(Signed)

C. H. McMASTERS,  
*Secretary Dubuque Board of Trade.*

The matter was referred by the Commissioners to the general managers of the roads complained of, and in reply General Manager Miller, of the Chicago, Milwaukee & St. Paul Railway, telegraphed as follows:

Reply to the Dubuque complaint sent to-day. We have not raised the rates on non-competitive business. Cannot see how they suffer, as competitive points are necessarily reached by us, and we are ready to do the business as promptly, as well, and as cheaply as the Chicago, Burlington & Northern or Minnesota & Northwestern Railway. Their statements that they are suffering are therefore absurd on their face. This is simply a scheme worked by the Chicago, Burlington & Northern to pirate our facilities.

(Signed)

ROSWELL MILLER.

On the 15th, the following telegram was received from Dubuque:

The increase by the Illinois Central and Chicago, Milwaukee & St. Paul of one hundred per cent for switching other railway cars for non-competitive points is injuring our business men and manufacturers hundreds of dollars daily. If possible come at once and see the situation, and you will then correct the wrong. Our business men urgently request you to come.

C. H. McMASTERS,  
*Secretary.*



On July 18th a communication was received from Mr. Miller, stating that he had had an interview with Mr. Harris, General Manager of the Chicago, Burlington & Northern Railway, and had said to him that he would switch business to and from his local points, or to and from the local points of his connections, but that he would not switch business to or from competitive points until the Chicago, Burlington & Northern Company should have some compensating arrangement of a similar character to offer his road at points where the Chicago, Milwaukee & St. Paul was lacking in facilities possessed by the other line.

Mr. Miller further says: "We have never made any other rate for switching the business of the Chicago, Burlington & Northern Railroad Company less than \$2 per car. Experience has shown us that a switching charge of less than \$2 per car for any distance for another company affords us no profit. When a less rate is made, there are generally collateral circumstances which furnish additional and indirect compensation of a valuable character, which do not exist in this case. In this case the switching charge of \$2 per car covers also the use of terminal facilities by a rival company, without any investment of money or labor by it. We believe we might lawfully refuse to switch any cars for the Chicago, Burlington & Northern Railway Company, but we have not wished to hinder the business of Dubuque from access to local points on any other road."

On the 18th a communication was received from General Manager Jeffery, of the Illinois Central Railroad, taking about the same position as Mr. Miller, except that he says this in regard to the charges for switching and the refusal to switch: "I do not understand that the Illinois Central Railroad Company has refused to switch cars in Dubuque. We have advanced to a reasonable rate, viz: \$2 per car, the price for switching." He also says: "It is scarcely fair for a company which has not provided itself with station facilities in Dubuque to require the use from us of our station facilities for so-called competitive business. It is not our intention to obstruct or hinder business, or to throw an unnecessary or unreasonable burden on Dubuque or her merchants."

These replies of the respondent companies were referred to the Board of Trade of Dubuque, and on the 28th of July a communication was received from them urging the immediate presence of the Commissioners, stating that many of the situations were peculiar and trying, and that they must be seen to be fully appreciated. The Board accordingly went to Dubuque and met the Board of Trade at their rooms on July 29th, and again on the 9th of August. At the latter meeting the roads were represented by Mr. Jeffery of the Illinois Central Railroad, Mr. Tucker of the Chicago, Milwaukee & St. Paul, and Mr. Knight, attorney for both. The Commissioners understand that the Illinois Central and Chicago, Milwaukee & St. Paul Railways came to Dubuque at an early day, and for some years were the only roads entering the city. They acquired quite extensive terminal facilities, the city granting them many privileges, giving them the use of certain streets and alleys, as well as the use of grounds 100 feet wide reserved for the public use by the National Government by an act of Congress of

July 2, 1836, and dedicated by the city to railroad purposes. The Dubuque & Duluth Bridge Company's track runs for a long distance over streets and public grounds. Grants have been made by the city from time to time of grounds for the use of these two railways. The city, by an ordinance passed in 1869, granted to the Lumbermen's & Manufacturers' Railway Company the right-of-way to construct and maintain a railway track from an intersection to be made with the Dubuque & Duluth Company's tracks on Fourth street, up to and along Washington and Jackson streets, which, by a later ordinance, was extended as far as Tenth street, and empowered it to connect the tracks with the places of business of persons doing business along the line of the road who might desire it. Section 3 of that ordinance provides that "any person, company or corporation shall have the right to pass its cars over the track hereby authorized to be built, on equal terms, without undue preference to any." Section 4 provides that a fee of fifty cents should be paid for every car run on or off this side track for the purpose of loading or unloading. By another act of the city, in September, 1886, there was a formal grant of authority to the Illinois Central Railroad Company to operate and use the tracks on Washington and Jackson streets, and all the side tracks and connections that had been made, and its connections with the Dubuque & Duluth Bridge Company's track, reserving in the same manner as formerly the right for all other roads now in or to come into Dubuque to use the tracks on equal terms. The Chicago, Milwaukee & St. Paul Railway connects with these tracks, and uses them the same as the Illinois Central, but pays to the latter road fifty cents per car for such cars as it hauls over any of these tracks.

The Chicago, Milwaukee & St. Paul Railway, has also a side track running along the west side of Jackson street, and occupying the place where the sidewalk was. The manufacturers and business men along the street petitioned the city council to vacate so much of Jackson street as was occupied by the sidewalk, and grant the same to the Chicago, Milwaukee & St. Paul Railway to lay a track to these houses. There is scarcely a side-track in Dubuque to any industry but runs more or less in the public streets.

The Standard Lumber Company have a side-track to their mills, but after leaving the right of way of the D. & D. Bridge Company's tracks it is mostly located on Clark street. To reach the packing house of Ryan & Son and the industries in that neighborhood, the Illinois Central Railroad has to use Water street for a long distance.

The Minnesota & Northwestern Railway Company has lately come into Dubuque. They reach it by ferry transfer from East Dubuque. This latter company has at present somewhat limited terminal facilities, and is now connected by a side-track with the Illinois Central, the bridge company's track and the Chicago, Milwaukee & St. Paul. This road can connect with the bridge track—which all the roads have the right to do—by building some few hundred feet of track across the slough.

The Minnesota & Northwestern Railway has very good freight and passenger facilities between Pine and Washington streets, occupying two blocks of Elm street, and connecting with the bridge track by a track running down



Pine street, but having as yet only one or two side-tracks to any of the industries. The complaint is that the Chicago, Milwaukee & St. Paul, and Illinois Central Railroad, which have most of the side-track facilities, will not switch cars for either of these two new roads to or from these side-tracks, when wanted by the owners of these industries on these tracks, if they are to be used in competitive traffic, and that they now charge two dollars per car for switching when they do this work for non-competitive business, where the charge has heretofore been only one dollar, as between the Illinois Central and Chicago, Milwaukee & St. Paul roads. Mr. Robinson, running a large lumber mill at the south end of the city, very earnestly complains that the rise from one to two dollars for switching, and the absolute refusal to place cars for him from these new roads is a great detriment and loss to him. As matters now stand, the Illinois Central Railroad has it completely in its power to control the shipping of lumber from this yard. It has the only track leading to it, and the lay of the land and the position in which his yard lies, render practically out of the question for another road to reach him. The same can be said of most of the industries now having side-tracks to them from either the Illinois Central or Chicago, Milwaukee & St. Paul Railways. As to the right of any incoming road to use what were known as the lumbermen and manufacturers tracks and the spurs leading out from them, there can be no question. Neither does there appear any valid objection to their making running arrangements with the D. & D. Company for the use of its tracks. At present, however, there is no way to reach any of these tracks that run to the various industries, only as they are allowed to do so by having their cars switched to them either by the Chicago, Milwaukee & St. Paul or Illinois Central Company's engines.

Chapter 158 of the laws of the Ninth General Assembly, section 1, reads as follows: "Any railroad company in this State owning a railroad, shall, on request, permit any other railroad to connect with, and shall draw over its road the cars of any other road connecting with it, at reasonable times, and for a toll not exceeding its ordinary rate." Section 1292 of the Code was added to this section by chapter 18 of the laws of the Fifteenth General Assembly: "Any railway corporation operating a railway in this State, intersecting or crossing any other line of railway of the same gauge, operated by any other company, shall by means of a Y or other suitable and proper means, be made to connect with such other railway so intersected or crossed; and railway companies where railroads shall be so connected shall draw over their respective roads the cars of such connecting railway; and also those of any other railway or railways connected with said roads made to connect as aforesaid, and also the cars of all transportation companies or persons, at reasonable times and for a compensation not exceeding their ordinary rates." These regulations are made by the General Assembly, and enforced by the courts, because of the public character of the railways. They are private corporations, but assume the character of public corporations when they become public carriers and when they exercise the right of eminent domain, assuming functions specially given and which are never accorded to individuals. The question that lies at the root of this complaint

is, are the sidings and spur tracks built specially for the use and convenience of the railway companies for the handling of their own business subject to the same control and use as the main line for the railway highway? Can the public require that the cars from any source coming by competing railways shall be switched to warehouses, manufactories and other places for the purpose of being loaded or unloaded, and the use of these sidings provided for the business of their own road be furnished on the payment of a reasonable rate, to railways competing with their companies for the business, competitors that have neglected or failed to provide themselves with the facilities for doing this business? If so, why should this be? Without this statute, while the railway company, as a common carrier, would be compelled to forward and deliver freight offered to all points reached by its tracks, it would not be required to haul the cars of rival companies, and thus necessitate a break of bulk in all this competitive business. How does the State acquire the right to compel this? By conferring upon the company the authority to exercise the power of government, those of eminent domain; the power to take from the individual his private property and convert it to the uses of the railway, which under our constitution can only be done for public uses. It seems to us that any and all property in use for railway purposes that has been or could be acquired by condemnation, is subject to the provisions of section 1292, whether station grounds, tracks, spurs, or any other of the instrumentalities for handling cars. This will also apply to tracks laid in streets, alleys, or any other grounds that have been reserved for public uses, and are occupied by railways under authority given them by law. We think this question is decided on broader principles, and that it is not necessary to discuss the question as to what rights the companies obtained, or what duties were imposed by the ordinances. In 93 Illinois, page 612, *Hoyt v. Chicago, Burlington & Quincy*, in speaking of constitutional provision, which is similar to our statute, the court says: "If the place of consignment can be reached by any track of which the railroad company is the owner or lessee, or in the lawful use, or which can be lawfully or rightfully used by it, the company is bound to deliver at that place. \* \* \* \*"

To hold that the law forces such delivery, regardless of a requirement of legal right vested in the carrier to make use of these tracks of other companies would lead to results most disastrous and would be subversive of the vested rights of railroad corporations.

In 99th Illinois, page 401, *Keolli vs. Kract*, the court says: "It is urged that under section 12, article 11 of the constitution, this is a public railway, free to all persons for transportation of persons or property; that section provides that railroads heretofore constructed, or that may hereafter be constructed in this State, are hereby declared public highways, and shall be free to all persons for the transportation of their person and property thereon under such regulations as may be prescribed by law. This manifestly refers to railroads constructed for public, as contradistinguished from private use, to railroads constructed and used as common carriers, and not to such structures built by private individuals on their own lands and used to subserve



their individual and private interests. It would work monstrous wrong and injustice to compel an individual who had constructed a railroad across his farm to assume the duties and liabilities of a common carrier against his will, and transport over his road all commodities that the adjoining landholders or his neighbors might require. Those who made that instrument did not intend to impose duties and liabilities on private individuals against their will. It was only public railroads they intended to regulate, and this switch is not of that character."

In 115 Illinois, page 167, *Chicago Dock & Land Company vs. P. S. Garrety et al.*: "It is not claimed that the use of the streets can be permanently granted for private purposes, and we recognize an unquestionable law that the use of the streets, whether for vehicles drawn by animals, for those riding upon animals, for footmen, or for the passage of railway cars, must be for the public, and that no corporation or individual can acquire an exclusive right to their use or the use of any part of them for private purpose. But we have held that there may be a grant to private individuals of the right to lay tracks in the streets connecting with public railway tracks previously laid out, extending to the manufacturing establishments of those laying the tracks; but in such cases the tracks so laid become, in legal contemplation, to all intents and effects, tracks of the railway with which they are connected, and open to the public use and subject to the public control in all respects as other railway tracks open to the public use. We have not regarded the circumstance that they were laid with private funds, and that they terminated opposite to or within convenient contiguity to a private manufacturing establishment as materially affecting them and giving a private character to their use. All termini of tracks and switches are more or less beneficial to private parties, but the public character of the use of the tracks is never affected by this. If they are open to the public use indiscriminately, and under public control to the extent that railway tracks generally are, they are tracks for public use. It may be, in such case, that it is expected, or even that it is intended, that such tracks will be used almost entirely by the manufacturing establishment; yet if there is no exclusion of an equal right of use by others, and this singleness of use is simply the result of location and convenience of access, it cannot affect the question."

In the case of *Munn vs. Illinois*, 94 United States Reports, page 126, Chief Justice White goes even farther. In rendering the opinion of the court, he says: "Property does become clothed with public interest when used in a manner to make it of public consequence and affects the community at large. When, therefore, one devotes his property to a use in which the public has an interest, he in effect grants to the public an interest in that use, and must submit to be controlled by the public for the common good, to the extent of the interest he has created. He may withdraw his grant by discontinuing the use; but so long as he maintains the use he must submit to the control."

The Commissioners are clearly of the opinion that the sidings of the companies in Dubuque are public highways, and that the companies are

by law required to haul over them "the cars of all transportation companies or persons at reasonable rates" whenever these tracks are made to connect with other roads, whether the business be competitive or otherwise. They are aware that the opinion is in conflict with the opinion rendered in the case of *Wisconsin, Iowa & Nebraska Railway Company vs. Chicago & Northwestern Railway Company* in Commissioner's report of 1884, page 530. Two of the Commissioners, Messrs. Coffin and Dey, having at that time been members of the board and coincided in that decision. Further examination has satisfied them for reasons assigned above, that their tracks have not the private character given them in that decision.

What is a reasonable rate for switching cars in Dubuque? The distance from the connection of the Chicago, Burlington & Northern, and the Minnesota & North Western Railway with the tracks of the Dubuque & Duluth Bridge Company and the Standard Lumber Company, and industries on the tracks on Jackson and Washington streets is not very far; to the Dubuque Lumber Company's mills and the industries on Water street, the distance is greater; to the siding Eagle Point the distance is still greater. As it is manifest that the service is worth more for the long than the short haul the Commissioners hold that for switching cars for any distance not exceeding one mile a reasonable rate would be \$1; for any distance in excess of one mile and not more than two miles, \$1.50; for any distance in excess of two miles and not exceeding three miles, \$2 would be a reasonable rate.

This opinion is not intended to in any manner relieve the new roads running into Dubuque from providing suitable terminal facilities for the transaction of their business, as is provided for in section 10, chapter 77, of the statutes for this State, while it makes it obligatory upon all the railroads in Iowa, to provide and keep suitable facilities for the receiving and handling the same at any depot on the line of its road.

#### COMMISSIONER DEY DISSENTS.

I am compelled to dissent from the conclusions of the majority of the Board as to rates for switching as fixed in the above decision. The Commissioners hold that the railway companies must perform this service, however detrimental it may be to their interests but the law provides that they shall be entitled to a reasonable compensation. I have been unable to satisfy myself that under existing circumstances at Dubuque, the rate fixed by my colleagues more than pays the actual cost of the service, if it does that. By cost of service I include value of the property, use of the terminal facilities and everything that goes to make up the expense of doing the work. My own view of a reasonable compensation would be in addition to actual cost a reasonable profit on the service. I should make for one mile and less a charge of \$1; for more than one mile and not to exceed two miles, \$2 per car; for more than two and not to exceed three miles, \$3. The switching of cars to any of these side tracks involves two separate operations, the delivery of the empty car to the manufactory and the taking it away after being



loaded. For two miles switching the car is actually hauled four miles. In every other particular I am in accord with the decision.

PETER A. DEY.

*Des Moines, Iowa, September 21, 1887.*

The railroad companies refused to be governed by this order and the Commissioners, under provisions of chapter 133, laws of the Twentieth General Assembly, advised the Attorney General of the refusal. Proceedings are now pending in the district court of Dubuque county, to enforce the order.

J. H. DUNLAP, CLARINDA, IOWA,

VS.

CHICAGO, BURLINGTON & QUINCY RAILROAD CO.

Overcharge.

Filed July 23, 1887.

#### DECISION OF THE COMMISSIONERS.

On July 20, J. H. Dunlap of Clarinda, complained to Governor Larrabee that he had been overcharged by the respondent company on the freight on the running gear of a wagon shipped from Marshalltown to Clarinda. Complainant claimed in his letter that the shipment weighed only 800 pounds and was billed at 1600. The charge from Marshalltown to Maxon as shown by the expense bill was \$2.50, and from Maxon to Clarinda \$4.60, making a total of \$7.10. There does not seem to be any complaint as to the charge from Marshalltown to Maxon. Under the classification now in operation on all the roads west of Chicago, wagons in pieces are shipped as first class at an estimated weight of 1000 pounds, and parts of a single wagon shipped separately are scheduled as double first class actual weight.

In this case if the parts of the wagon had been billed as the complainant suggests at the actual weight of 800 pounds, and the classification strictly applied, the rate from Maxon to Clarinda under the Iowa distance tariff would have been 92 cents, making the charge \$7.36. This rule however was not adhered to by the railroad company and the parts of the wagon were billed at the rate fixed for an entire wagon, viz., 46 cents on the estimated weight of 1000 pounds, making the charge \$2.76 less than was allowed under a strict adherence to the classification.

The Commissioners do not find that there has been any overcharge in this case.

*Des Moines, Iowa, September 2, 1887.*

J. W. FULLER, KELLERTON, IOWA,

VS.

CHICAGO, BURLINGTON & QUINCY RAILROAD CO.

Overcharge.

Filed August 2, 1887.

#### DECISION OF THE COMMISSIONERS.

On August 2, 1887, J. W. Fuller, of Kellerton, Iowa, made complaint to the Board that he had been charged on 16,350 pounds of hardware, shipped from Menlo to Kellerton, \$86.74, which he regarded as unreasonable. By reference to bills submitted, it was found that he was charged by the Chicago, Rock Island & Pacific Railway, as advanced charges, \$31.36, or about 16 cents per hundred pounds, from Menlo to Des Moines. The rate as per Iowa distance tariff between these points, 45 miles, is first class 26 cents, second class 21, third class 17, fourth class 14 cents. It is probable that, as they do not seem to have been classified, from Menlo to Des Moines he paid third class rates, 17 cents per hundred, or \$28.81, and the difference between that amount and the charges advanced by the Chicago, Burlington & Quincy, \$2.55, were for transfer at Des Moines. The Chicago, Burlington & Quincy, on receiving the goods, classified them as follows:

|   |          |
|---|----------|
| 4,430 lbs. first class, 114 miles, at 43 cents .....  | \$ 12.00 |
| 2,450 lbs. second class, 114 miles, at 30 cents ..... | 8.82     |
| 2,025 lbs. third class, 114 miles, at 27 cents .....  | 5.47     |
| 5,635 lbs. fourth class, 114 miles, at 20 cents ..... | 16.11    |
| Total .....   | \$ 49.40 |

He was, however, charged for the distance from Des Moines by way of Albia, 160 miles, \$55.38. Deducting for the shorter distance, Mr. Fuller is entitled to the difference, \$5.98. A careful examination of the contract between the Chicago, Burlington & Quincy and the Chicago, Rock Island & Pacific Railways, with reference to the use of the road from Avon to Indianapolis, executed January 26, 1885, makes it apparent that there was no obstacle in the way of sending these goods over this line, and as the shipper is entitled to the rates as reckoned by the shortest route owned or controlled by the company, the Commissioners advise the Chicago, Burlington & Quincy Railroad Company to refund the difference as stated above of the charges as reckoned by the longer and shorter routes from Des Moines to Kellerton.

*Des Moines, Iowa, September 3, 1887.*



T. B. AMOS, ESSEX, IOWA,

vs.

CHICAGO, BURLINGTON & QUINCY RAIL-  
ROAD COMPANY.*Overcharge.*

Filed August 2, 1887.

## DECISION OF THE COMMISSIONERS.

On August 30, 1886, Mr. T. B. Amos shipped four car loads of calves from Chicago to Randolph, Iowa, and on September 16, 1886, one car containing sixty calves from Chicago to Essex. The rate charged for the transportation of these calves was \$70 per car. From the papers in the case it seems that at the time of the shipment it was understood that the rate was to be \$70 per car, an application for a reduction having been declined by the company. It appears that prior to April 1, 1886, it had been the custom of the railway companies to make lower rates on stock cattle bound west than the east bound rate. At this date the practice was abandoned, and until about the middle of October the rates were the same as the east bound; after this latter date the former practice was resumed.

Mr. Amos' five car loads of calves were shipped during the period when the rates were seventy dollars per car, and he was charged the same rate that every other shipper had during that period for a similar service. There is no claim of discrimination against Mr. Amos, nor that rebates were given to other parties during that time. The transaction on which the complaint is based is inter-state in its character, a haulage from Chicago in Illinois to Randolph and Essex in Iowa. The Board of Railroad Commissioners is asked to regulate charges from points without the State to points within the State. The Supreme Court of Iowa in the case of the *State v. Chicago & Northwestern Railway Company*, English and American Railroad Cases, Vol. 27, page 15, says that this is contrary to the provisions of section 8, article 1, of the Constitution of the United States, which confers upon Congress "the power to regulate commerce among the several States."

Under this decision, the determination of this case is clearly beyond the authority of the Board.

*Des Moines, Iowa, September 2, 1887.*

FRANK ROYBAR, IOWA FALLS, IOWA,

vs.

CHICAGO &amp; NORTHWESTERN RAILWAY CO.

*Baggage regulations.*

Filed August 6, 1887.

The complainant in a letter to the Board stated that the Chicago & Northwestern Company were refusing to check baggage from points on their lines in Iowa to stations on the Chicago, St. Paul, Minneapolis & Omaha Railway, and that he thought this was done for the purpose of compelling travelers to pay excess baggage on both lines. Replying to the complaint, President Hughitt said that the cause of the trouble was the fact that the agent at the point where complainant started was temporarily out of baggage checks, and hence could not check to other lines until he could obtain a supply. The company had offered to refund any overcharge suffered by complainant before he made complaint to the Commission.

T. H. WHITING, CLERMONT, IOWA,

vs.

BURLINGTON, CEDAR RAPIDS &amp; NOTRHERN R'y Co.

*Excessive freight rates.*

Filed July 28, 1887.

## DECISION OF THE COMMISSIONERS.

Complainant alleges that the freight rate on tile from Clermont to other stations on the line of respondent's road is excessive.

To this complaint the respondent company replies that a new tariff is to be issued in a few days that will probably be satisfactory.

On September 25th complainant writes Commissioners that the "new tariff" has not been received. October 3d complainant writes "new tariff received and is much more objectionable than the old one. Rates reduced at near station and raised at stations more remote where our business is largest."

Respondent replies "it is certainly very important that low rates should be made on this article. The proper drainage of the country is quite a source of increased revenue to railroads. We have endeavored to bear this in mind and our tariff on April 5th names a rate of 4 cents for 25 miles, 6 cents for 50 miles, 10 cents for 100 miles, and 12½ cents for 200 miles, car-load lots. The matter should be brought before the Iowa roads at next meeting."



C. D. Ives, General Manager of respondent road, writes that on November 1st, rates on drain tile will be reduced 20 per cent.

This information was sent to complainant and receiving no reply from him this case is ordered dismissed without prejudice.

*Des Moines, Iowa, December 6, 1887.*

CITIZENS OF SUTHERLAND AND PAULINA, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY COMPANY.  
CHEROKEE & DAKOTA RAILROAD COMPANY.

} Crossing.

Filed August 15, 1887.

#### DECISION OF THE COMMISSIONERS.

On August 15, 1887, a petition was filed in the office of the Railroad Commissioners, signed by J. B. Dunn and seventy-five other citizens of O'Brien county, stating that the survey of the Cherokee & Dakota Railroad crosses the line of the Chicago & Northwestern Railway at a point three miles west of Sutherland, and that the railway companies are arranging to have the former railroad cross under the latter; that the company has made other surveys and, and ascertained that a grade crossing will cost no more than the under-crossing, and that the railway companies are making the under-crossing "for the purpose of escaping the necessity of providing the transfer facilities required by law, to the detriment of the business interests of the country adjacent." The petition asks the Commissioners to take "such action as will compel the railway companies to make their crossing at grade, and that they be compelled to provide the necessary transfer facilities."

The first proposition is, should the railway company be required to change their line so that a crossing may be made at grade? The Commissioners think not. They are of the opinion that the public safety and convenience require that all crossings should be either above or below, not at the same level. As the roads increase the speed of their trains, particularly freight trains, the danger to life and property is greatly increased by grade crossings. They think a statute should be enacted requiring all crossings at different elevations wherever practicable.

The second proposition is that the railways be compelled to provide the necessary transfer facilities. Section 1292 of the Code provides that where a railway intersects or crosses any other line of railway of the same gauge, the roads shall be made to connect by means of a Y or other suitable means, and where so connected they shall haul over their respective lines the cars of all transportation companies or persons on reasonable terms. Both railway companies seem to the Commissioners in their answers to admit that

the manner of crossing will not in any respect relieve them from the duty the statute above referred to imposes upon them.

The Commissioners take the same view of the law, and understand it to apply whether at grade or at an overcrossing.

*Des Moines, Iowa, September 1, 1887.*

HILL BROS., CLARION, IOWA,

vs.

MASON CITY & FORT DODGE RAILROAD CO.

} Refusal of use of private switch for loading cars.

Filed August 15, 1887.

In a letter to one of the Commissioners the firm of Fleury & Hill of Clarion, complained of the refusal by the Mason City & Fort Dodge Railroad Company, of the use of a switch on their line near Belmond for the purpose of loading cars with hay, on the ground that the land on which this side-track was located was owned by a Mr. Butterfield, and that he had done nearly all the work of grading, etc., for the construction of it for his own private use. The contention in this case seems to have been almost wholly between Hill Bros. and Mr. Butterfield, who were rivals in the hay business, and with the intervention of one of the Commissioners the matter was amicably adjusted.

JAY D. MILLER, IDA GROVE, IOWA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAILROAD CO.  
CHICAGO & NORTHWESTERN RAILROAD CO.

} Petition for crossing, connection and transfer facilities.

Filed August 11, 1887.

#### DECISION OF THE COMMISSIONERS.

The following is a communication from Hon. Jay D. Miller, Ida Grove, in behalf of himself and residents of Ida and other counties:

*To the Honorable Board of Railroad Commissioners for Iowa:*

GENTLEMEN—Your petitioner respectfully represents that he is resident tax-payer of Ida county, Iowa; that at the town of Mapleton, in said State, the Chicago, Milwaukee & St. Paul Railroad crosses the Chicago & Northwestern Railroad on "stilts;" that the depots of the said respective railroads are located about three hundred yards from the point of said crossing; that there are no facilities whatever for transferring cars from one road to the other; that the business interests of a large section of country and numerous towns require



that such facilities be afforded in time to move the present crop; that the establishment of a "Y" at the point designated will be a practical accommodation to about forty thousand people, and secure to them the benefits of competing lines of railroad; therefore, your petitioner asks that the matters herein alleged be personally investigated at the earliest possible date, and the undersigned be given an opportunity to establish the facts herein alleged.

Very respectfully,

J. D. MILLER.

Section 1292 of the Code reads: "Any railway corporation operating a railway in the State, intersecting or crossing any other railway of the same gauge, operated by any other company, shall, by means of a "Y" or other suitable and proper means, be made to connect with such other railway so intersected or crossed. \* \* \*."

On the 30th of August the Commissioners made a personal inspection of the grounds, and were furnished profiles and plats of the same, and it is their opinion that a connection at this place is not impractical, and therefore the law is applicable for the end sought by the petitioner.

*Des Moines, Iowa, September 21, 1887.*

TRI-CITIES SHIPPERS ASSOCIATION OF ROCK  
ISLAND AND MOLINE ILLINOIS, AND DAVEN-  
PORT, IOWA,

VS.

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

Station at crossing.

Filed August 15, 1887.

#### DECISION OF THE COMMISSIONERS.

Complainants ask that a station be ordered at the crossing of defendants' roads near Wheatland, as it is now necessary to transfer freight at a cost of five cents per hundred pounds.

On November 15th, one of the Commissioners went to Wheatland and met Mr. Whitman, General Manager of the Chicago & Northwestern, and Mr. Hopkins, Superintendent for Iowa, and Mr. Cosgrave, Division Superintendent of the Chicago, Milwaukee & St. Paul Railway Company, Mr. F. R. Smith, of Davenport, representing complainants. Mr. Thornton, mayor, and several business men of Wheatland were in attendance.

It is about 1,800 feet from the crossing to the present station on the Northwestern road and about 1,200 feet from the crossing to the Chicago, Milwaukee & St. Paul station. The defendant companies stated their willingness to move their present station to the crossing, thus virtually making a Union depot in place of two stations, one on the south of the town and one on the east as at present. To this the mayor and citizens of Wheatland

objected and asked time in which to file a protest. Mr. Smith for complainants, stated that they did not want to force the respondents to build a station unless they could make it appear to their interest so to do. Mr. C. Thile, who transfers the freight between the station fixed his receipts from \$15 to \$20 a month at five cents a hundred. The respondent companies also filed a statement of business from January to June, 1887. Transferred to Chicago, Milwaukee & St. Paul, eighteen and five-tenths tons; transferred to the Chicago & Northwestern Railway Company, two hundred and three tons: This includes car load lots transferred over the "Y". The representatives of defendants agreed that hereafter the transfer of freight would be done without expense to the shippers, the two roads taking charge of the same, the expense to be met by them jointly.

On December 1st, the citizens of Wheatland filed the following protest:

At a meeting held at the city hall in the town Wheatland, Clinton county, Iowa, on the 18th day of November, 1887, to consider the propriety of the proposition to erect and maintain a Union depot at the crossing of the Chicago & Northwestern Railway with the Chicago, Milwaukee & St. Paul Railway east of town. O. J. Thornton, mayor of the town was called to the chair, and H. A. Ficke, a prominent merchant, was made secretary. The following proceedings were had and the following preamble and resolution was passed:

WHEREAS, It has come to our knowledge that certain parties outside of this town have petitioned the Railroad Commissioners of the State to order said railroad companies to erect and maintain a Union depot and platform at the crossing of said roads east of town; and,

WHEREAS, The people of the town are satisfied with the location of the depots of both of said roads as they now stand; and,

WHEREAS, The location of a Union depot at said crossing will take it nearly one-half mile east of the incorporate limits of the town, when there is no wagon road leading to it and place it upon ground that is low, wet and marshy, that the land between there and the town is of the same nature, so that it would be at a continuous heavy expense that a wagon road could be maintained to said Union depot; and,

WHEREAS, The great distance to travel and to move the freight for the people of the town would be a continuous damage that we should not be compelled to bear; therefore be it

Resolved, That we respectfully but earnestly protest against any change being made in the location of depot of either of said roads that will compel us to incur the inconveniences and damages that must result to us by the said proposed change.

On motion passed by a unanimous vote.

O. J. THORNTON,

Chairman.

H. A. FICKE,

Secretary.

The Commissioners are of the opinion that it would not be just to force a Union depot upon the citizens of Wheatland against their protest, and that it would be unjust to the respondent companies to require them to construct and maintain a station within 1,200 and 1,800 feet of stations already in use, especially when said respondents propose to assume the transfer of freight.



GEORGE BENSON, ET AL, MUSCATINE, IOWA,

VS.

CHICAGO, ROCK ISLAND &amp; PACIFIC RAILWAY CO.

} *Refusal to furnish cars.*

Filed August 25, 1887.

## DECISION OF THE COMMISSIONERS.

The complainants charge that the railroad company refuses to have their own cars loaded to go to points on another road. These complainants being shippers of melons, sweet potatoes and other vegetables demanding quick passage and as little transfer from one car to another as possible, claim that there is delay and injury occasioned from the refusal of the company to send its cars loaded with these products to points of destination.

On calling the attention of Mr. Kimball, vice-president of the company, to this complaint, he denies the charge, saying, by letter of September 8th, there is no foundation for the complaint, enclosing in his letter an order of Mr. White, train-master, which reads:

*Agent at Fruitland:*

Do not load Chicago, Rock Island & Pacific cars for points on or via Burlington, Cedar Rapids & Northern Railway. Will furnish Burlington, Cedar Rapids & Northern and Minneapolis & St. Louis cars for such shipments. Advise me daily how many cars you want for such shipments.

Below is also a copy of letter from the agent at Fruitland to Mr. Kimball:

FRUITLAND, IOWA, September 6, 1887.

A. KIMBALL, Esq., Vice-President Chicago, Rock Island &amp; Pacific, Chicago, Ill.:

DEAR SIR—Yours of 8th, with copy of complaint to Railroad Commissioners, received. This complaint is without foundation, unless the attached order of Mr. White can be so construed, and the names attached, except Geo. Benson, have been used without their knowledge or consent. The principal shippers are satisfied with the way we have been doing (with possibly one or two exceptions), and if necessary we can get remonstrance against this complaint signed by majority of them.

Very respectfully yours,

(Signed)

A. F. KEMP, Agent.

The Commissioners cannot see any serious grounds for complaint. The railway company have an undoubted right to keep their own cars upon their own line of road, but it cannot refuse to receive cars from a connecting road to haul to a station on its road for loading or unloading.

The order of Mr. White would indicate the intention of the company to supply all needs.

*Des Moines, Iowa, December 22, 1887.*

W. E. CHAPIN, DES MOINES, IOWA,

VS.

CHICAGO, ROCK ISLAND &amp; PACIFIC RAILWAY CO.

} *Damages—carried past station.*

Filed August 18, 1887.

## DECISION OF THE COMMISSIONERS.

Complainant asks that the respondent be required to refund to him extra fare and necessary expenses for carrying him by the station to which the ticket agent of respondent sold him a ticket, without advising him that the train did not stop at that station. Respondent admits that in the hurry of the sale of tickets while the train was being held that the agent overlooked the fact that the train on which complainant was going did not stop at Lineville. The passenger having purchased a ticket to Lineville without being advised by the agent that the first train out did not stop at that station was not in fault in taking that train and he should not have been carried by. The Commissioners are of the opinion that the extra fare paid and expenses should be refunded.

*Des Moines, Iowa, December 22, 1887.*

H. MENDEL, NEOLA, IOWA,

VS.

CHICAGO, ROCK ISLAND &amp; PACIFIC RAILWAY CO.

Filed August 18, 1887.

AND

TUCKER BROS., BROOKS, IOWA,

VS.

CHICAGO, BURLINGTON &amp; QUINCY RAILROAD CO.

} *Classification of freight.*

Filed August 27, 1887.

## DECISION OF THE COMMISSIONERS.

H. Mendel of Neola, and Tucker Bros. of Brooks, Iowa, and others, complain because of the high classification of syrups in pails, alleging that it has been changed from 4th to 1st class. The putting up of syrups in pails is comparatively a new departure and as far as tried has become quite popular, both to the retail trade and to the consumers.

The reply from the railway companies when the complaints have been sent them has been that the covers to these pails of molasses are so slightly



fastened in, that they easily become loose and the syrups are often spilled in the cars, injuring other goods, and the change in classification making the freight rates higher, were simply a method of self protection, thinking that the high rate would in part be prohibitory to the traffic in syrups put up in this style.

Since these complaints were made, a letter from Mr. E. St. John, General Manager of the Chicago, Rock Island & Pacific Railway, under date of November 3, states that the "Chairman of the Classification Committee has been waited upon by several manufacturers of pails and as a rule they have changed their style of package. That the new package has both ends fitted in a croze, which is a great improvement." He further states "the subject will be brought up before the next Classification Committee, and it is possible that in view of the change that has been made in the style of pails that some change may be made in the classification and consequently in the rate."

It is the opinion of the Commissioners that it is very desirable to restore this class of merchandise to its former classification, viz: 4th class, as soon as it is shown that the improved package is as secure as other forms of package, as there is a very large popular demand for these goods put up in this style.

*Des Moines, Iowa, November 11, 1887.*

CITIZENS OF CORNING, IOWA,

VS.

CHICAGO, BURLINGTON & QUINCY  
RAILROAD COMPANY.

*Removal of station.*

Filed August 17, 1887.

#### DECISION OF THE COMMISSIONERS.

On August 17, 1887, the Commissioners received a petition from Corning, Iowa, signed by numerous citizens of that town and county, asking them to order the removal of the depot building from the south to the north side of the track, as the town was on the north side and the crossing the tracks when going to and from the depot was a dangerous undertaking, several persons having already been killed there. Replying to a letter from the Board on this subject, General Manager Stone said that the moving of the building as asked would involve considerable expense to the company, both on account of the necessity of reconstructing the same and in converting the present passing track into a main track; that his company had made liberal expenditures in Iowa this year for the accommodation of passenger and freight traffic, and consequently did not feel like undertaking any more at present.

The Commissioners have been upon the station grounds at Corning. The tracks of the road are mainly between the depot and town. In going to or from passenger trains or taking freight from the depot the main tracks must be crossed. This company probably runs more trains than any in the State. Some of its freight trains run in from two to eight sections, following close after each other and passing through the town without stopping, and often at a high rate of speed. It is fortunate that so few accidents have happened. The general manager admits the reasonableness of the petition, but because he "has been making such considerable expenditures in Iowa this year he hopes the citizens of Corning will not press the matter."

The Commissioners cannot regard the reasons given by the company for not making this change as valid. That the situation at Corning is a dangerous one admits of no doubt. Two lives have already "been sacrificed" to the unwise location of the depot.

Section 3, chapter 77, of the Seventeenth General Assembly, gives the Commissioners supervision of all railroads in the State operated by steam, and directs them to inquire into any violation or neglect of the laws of this State by any railroad corporation doing business therein, and to carefully examine and inspect the condition of each railroad and the manner of its conduct and management with reference to the public safety and convenience, and whenever in the judgment of the Commissioners any addition to or change of its stations or station houses is reasonable and expedient in order to promote the security, convenience and accommodation of the public, said Railroad Commissioners shall inform said company of the improvements and changes which they adjudge to be proper by notice thereof in writing.

It is the decided opinion of the Commissioners that to change the station house at Corning to the north side of the main track would add very greatly to the "public safety and convenience," and the railroad company is hereby so informed.

*Des Moines, Iowa, September 3, 1887.*

W. C. HALE, WELLMAN, IOWA,

VS.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY  
COMPANY.

*Overcharge and discrimination.*

Filed September 16, 1887.

#### DECISION OF THE COMMISSIONERS.

Complainant resides at Wellman, Iowa, and is engaged in shipping grain. On July 7, he shipped two cars of oats to Chicago for which he was charged 15 cents per hundred. The rate on previous shipments had been 14 cents.



Complainant insists that he was not advised of the change in rate until the 7th of July, when he went to ship his oats. The respondent shows that the rate was advanced on the first of June and was regularly posted at the station as required by the inter-State commerce law. The Commissioners have carried this case up to this date with a view of an amicable adjustment between the parties and quite an extended correspondence has been indulged in. The case, however, being one that goes beyond the jurisdiction of the Commissioners, involving inter-State questions, is dismissed without prejudice.

*Des Moines, Iowa, December 23, 1887.*

H. A. CHILDS, LENOX, IOWA,

vs.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

} Damages.

Filed September 26, 1887.

#### DECISION OF THE COMMISSIONERS.

September 23, 1887, Mr. H. A. Childs, a dealer in drugs, oils, glass, etc., of Lenox, Iowa, writes to this office preferring a complaint against the Chicago, Burlington & Quincy Railroad Company because of failure to pay him damages claimed to have been sustained by him, by breakage of a box of glass and also a box of bitters in an invoice of goods received by him on the 7th day of April, 1873, (afterwards changed to 1883). Copy of his letter stating facts was forwarded to the General Manager of said railroad, October 7, 1887. Mr. E. P. Ripley, General Manager of the road, writes as follows:

CHICAGO, October 7, 1887.

MR. HENRY B. STONE, General Manager, Building:

DEAR SIR—I return herewith complaint from the Iowa Railroad Commissioners made by H. A. Childs, of Lenox, Iowa, for breakage of three bottles of bitters. This claim was settled and we hold his receipt for \$2, dated August 3, 1887. The apparent delay in settling this claim is accounted for by the fact that we can find no record of having received the original papers, which he claims to have sent us at the time of the damage in the first part of 1888, our first record of the claim being on May 10, 1887.

In regard to claim for one box of glass broken at about the same time, I have to say that the claim he says he presented to us in April, 1888, we have no account of, but the first record is on the same date (May 10, 1887) on which we received papers in the former claim. This latter claim has been thoroughly investigated and it was found that the property was received in Burlington in apparent good condition and delivered to Lenox in the same condition. Tracer fails to show any damage to the car or rough switching while on route and I do not consider the claim a just one.

(Signed)

Yours truly,

E. P. RIPLEY.

On referring Mr. Ripley's letter to Mr. Childs, he on the 14th of October, replies as follows:

LENOX, IOWA, October 14, 1887.

RAILROAD COMMISSIONERS, Des Moines, Iowa:

GENTLEMEN—Your favor of the 10th at hand. If they hold receipt for bitters I presume it is all right. The young man who paid me is very sick, consequently I cannot see him to ask regarding the matter. They paid me for a keg of lead about the date you speak of and since I come to think the matter over, I believe they settled for bitters. Our agent here has no record of the payment of my claims and keeps none for bad order goods, so I can find out nothing bearing on the matter here. However, about the glass, I cannot see who Mr. Ripley would expect me to go to for my pay for the glass if it is as he says. If they declined to pay for it, they should have said so long ago and returned my invoice. The box of glass was delivered to me in a cracked condition and I immediately notified their agent and he came and saw that every glass except one was broken and told me to file my claim with invoice which I did and if the company received the glass in apparently good condition, they failed to deliver it in like condition. This, I think, should be satisfactory to Mr. Ripley, but if he wishes an affidavit to any of the facts herein stated it will be forthcoming. Trusting this will be satisfactory and conclude difficulties, I am,

Most respectfully yours,

H. A. CHILDS.

(Signed)

The Commissioners are of the opinion that Mr. Childs should have pressed his claim at an earlier date. While they do not attempt to pass upon the merits of his claim, they can see no way at this late date to arrive at an intelligent conclusion upon it. By his own letters it is evident that the matter is not clear in his own mind and we cannot see how he could make it very clear to us.

While a just claim can never, morally, become outlawed, yet there is a strong probability when several years are allowed to pass before demands for its settlement are made, that the evidence of the rightfulness of the claim may become lost.

*Des Moines, Iowa, November 11, 1887.*

WM. R. MATHEWS, SULLY, IOWA,

vs.

CENTRAL IOWA RAILWAY COMPANY.

} Right of way damages.

Filed November 1, 1886.

William R. Mathews of Sully, Iowa, complained to the Commissioners that the Central Iowa Railway Company was using a portion of A. R. Mathews' land in Jasper county, and refused to settle with him for right of way. The claim was referred to General Manager Dudley, November 1, 1886, and on the 5th he informed the Commissioners that he would endeavor to settle the claim. Having in the meantime been appointed receiver of



this road, Mr. Dudley was requested by the Board to present Mathews' claim to the court. He replied that he could not obtain action by the court on other and more important matters, hence had taken no action, and advised complainant to present his claim to the court direct. This was communicated to Mr. Mathews by the Commissioners, and he replied on the 1st of March, 1887, saying that he felt unwilling to do so. The case was closed on March 3, 1887, complainant being advised that the Commissioners had no power over the receiver of a court of the United States, and suggesting that he take legal counsel as to the course he should pursue.

CITIZENS OF HARRISON TWP., MAHASKA  
COUNTY, IOWA,

VS.

BURLINGTON & WESTERN RAILWAY  
COMPANY.  
CHICAGO & NORTHWESTERN RAILWAY  
COMPANY.

*Station at crossing.*

Filed November 4, 1886.

#### DECISION OF THE COMMISSIONERS.

On the 4th of November, 1886, a petition of 117 citizens of Harrison township, Mahaska county, was filed in the office of the Railroad Commissioners, asking that a depot be constructed at the point where the Burlington & Western Railway crosses the Chicago & Northwestern, stating that "the demands of the public are such that the said depot should be immediately constructed. \* \* \* Some days as many as thirty passengers get on and off trains at that point."

A copy of the complaint was forwarded to Mr. Edgar, superintendent of the Burlington & Western Railway, who replied that there was no more need of a depot than a year before, when the Commissioners decided that there seemed to be no immediate necessity for a station at this point.

On the same day Mr. Hughitt of the Chicago & Northwestern Railway, says: "Now that business seems to have developed that will require a station at the point indicated, we will take the matter up with the Burlington & Western, and endeavor to arrange for its construction and maintenance."

On December 25th, 1886, Mr. Edger wrote that his company had arranged with the Chicago & Northwestern to build the depot, and that it was unnecessary for the Board to take any further notice of the matter.

On March 23d, 1887, Mr. J. T. Gerry of the Burlington & Western Railway, writes the Commissioners in reply to a letter calling his attention to the fact that nothing had been done: "Our people acted somewhat unadvisedly, and the view advanced by your Board in their report for 1885, page

503, is sound. The revenues derived from passengers at this station would not exceed two dollars per day to this company."

This reply seems to be in the nature of a refusal on the part of his company to carry out the agreement of Mr. Edger. This being the position, it becomes the duty of the Commissioners to satisfy themselves whether the conditions and circumstances are such that requires the facilities asked in the petition.

The Commissioners have become convinced by proofs furnished them, as well as the practical admission of the officers of both companies that station facilities should be furnished. Entertaining this view of the situation, in accordance with the provisions of chapter 24 of the laws of the Twentieth General Assembly, they order that platforms suitable for getting on and off the trains be placed along the tracks of each road, and at the intersection a building be put up containing a waiting room, which shall be kept open, warmed and lighted during the hours that trains take passengers from this station, and that the building shall be completed and in a suitable condition for occupancy as soon as July 1, 1887. The companies to apportion the cost of construction and maintenance between themselves. In case they fail to agree, they may refer the matter back to the Commissioners for adjustment.

*Des Moines, Iowa, April 15, 1887.*

CASSADY & WHITING, WHITING, IOWA,

VS.

CHICAGO & NORTHWESTERN RAILWAY CO.

*Damages for hogs which  
died while in transit.*

Filed November 8, 1886.

#### DECISION OF THE COMMISSIONERS.

On November 6, 1886, Messrs. Cassady & Whiting of Whiting, Iowa, a station on the Sioux City & Pacific railroad north of Missouri Valley, complained to the Commissioners of a loss of eleven hogs in a car in which sixty-four were shipped from Whiting to Chicago.

The hogs were loaded at Whiting between 8 and 3:30 P. M. on Thursday, September 23, 1886, in car No. 543, as appears from the affidavit of D. M. Steele. They were healthy, in good condition, and had free access to corn and water before being loaded. By the statement of George L. Williams, secretary of the Union Stock Yard Company of Chicago, the hogs arrived at the yards at 11 P. M. of September 24. The car contained 53 live and 11 dead hogs.

The statement of Mr. Williams is confirmed by the statement of Mr. Stennett, assistant to the General Manager, that the car made remarkable time and reached Chicago at 11 P. M. of September 24.



In a letter dated January 4, 1887, Mr. Stennett says that the hogs were watered at Boone, Belle Plaine and Clinton.

The facts proven and admitted are that the hogs were at the time they reached Chicago at least thirty-one and a half hours on the cars. No proof has been made that they were not unloaded that night, although Cassidy & Whiting claim that they were not unloaded until the next morning. They claim that in shipping hogs for fourteen years they never had a car of hogs go through before without being unloaded for rest, water and feeding.

On the theory that the hogs were unloaded on their arrival in Chicago, it would seem that this is a clear case of a violation of section 4386 of the United States Statutes, which requires, except on contingencies that make it unavoidable, the cattle, hogs, etc., shall not be confined for a longer period than twenty-eight consecutive hours, without unloading for rest, feed and water.

The circumstances make *prima facie* evidence that the violation of this statute was the cause of the loss of the hogs.

From the statement of Messrs. Bunker & Cochran, commission men of Chicago, the dead hogs weighed 2520 pounds; the price at which the live hogs sold was \$4.65, or a total of \$117.18. Deducting the amount received for dead hogs, the loss to complainant is \$104.68.

The Commissioners are of the opinion that this claim is one on which the company is clearly liable, and that it should be adjusted.

*Des Moines, Iowa, February 10, 1887.*

M. N. McNAUGHTON, VILLISCA, IOWA,

vs.

CHICAGO, BURLINGTON & QUINCY RAILROAD CO.

*Damages for stock  
drowned by backwater.*

Filed June 3, 1886.

#### DECISION OF THE COMMISSIONERS.

On the 24th day of August 1885, M. N. McNaughton was the owner of eighty acres of land in section 14, township 71, range 36 west, being in Montgomery county, near the town of Villisca. This land adjoined the Middle Nodaway river, sixty-five acres being on the river bottom and fenced in one field, which he used for a pasture.

He had feeding in this field twenty horses and about twenty head of cattle. On the day above mentioned, the river rose and overflowed the field. Mr. McNaughton, with such assistance as he could procure, went to the relief of his stock, and used all means in his power to rescue them. Thirteen of his horses and two of his cattle were drowned, the value of which he places at \$1,635. The horses drowned were found near the south line of McNaughton's land, and those saved about six hundred feet further south, on land

owned by Joseph Mann. The ground where the live horses were rescued was only about one foot higher than where the others were drowned, making it probable that had the river risen one foot less, the animals would not have drowned.

The track of the Chicago, Burlington & Quincy Railroad Company crosses the river eighty-five hundred feet below McNaughton's south line, measured in the direction of the valley, whose course is here a little west of south. In the original construction of the railroad, the river was spanned by a bridge about one hundred and fifty feet in length, and trestle about twelve hundred feet was maintained at the ends of the bridge. A short time previous to the 24th of August, 1885, this trestle work had been entirely filled up with earth, abutments put in at the bridge, and the water way contracted to a width of not exceeding 150 feet. The effect of this contraction had been during this flood to raise the water above the railroad considerably higher than below it. In the statement of the case, therefore, all parties agree upon the facts.

On the amount of the difference between high water above and below the railroad, there is a slight disagreement. Mr. Bremner, the engineer who made the survey and examination for the railroad company, gives the difference between the elevation of high water on the mill above, and the mark made by Mr. West on a telegraph pole below the railroad as 3.11 feet. Mr. Elwood Cleaver, a civil engineer who made the examination for Mr. McNaughton, gives the difference of levels as 3.89 feet, or a difference of .58 feet. It is probable that the point taken on the mill for high water was not the same. This, however, will not, so far as this case is concerned, materially affect the result, the facts being that the difference of levels occasioned by the railroad embankment was more than three and less than four feet. At the pump house, nearly a mile below the telegraph pole, Mr. Bremner furnishes marks that show in this distance a fall at highwater of 3.34 feet, and the water to have been 2.90 feet higher than the flood of 1876. This, however, is questioned, and Mr. West thinks the water below the railroad bridge was but little higher than in 1876. Mr. Stillinger who lives south of the railroad thinks the water was about one foot lower on his land in 1885 than in 1876. Joseph Carlisle thinks that on August 24, 1885, the water was about two to four inches higher than ever before. There seems to quite a conflict with regard to the water below the railroad. The marks at the pump house, if their accuracy was not questioned, should be entirely reliable. If correct, they would indicate a greater rise by about three feet than in 1876, when the long trestle gave nearly unobstructed flow to the water. For the purposes of this case, we shall disregard any information furnished as to the status of the water below the railroad, except the mark made by West on the telegraph pole, about which all parties agree. The first high water mark north of the mill is that furnished Mr. Bremner by Albert Straub, about 3200 feet up the river from the railroad bridge.

This mark is 3.61 feet above the elevation of the mark on the telegraph pole, and .50 above the level at the mill, or according to Mr. Cleaver's levels, .14 feet above the mark on the mill. The high water mark furnished by Mr.



Straub is claimed in Cleaver's statement not to have been furnished by him. Bremner claims that Straub showed them points on his land where the high water came.

Mr. Straub's affidavit furnished to Mr. McNaughton, says: "I did not point out the high water mark to the surveyor of the railroad company at different points up and down the river, nor did I show them the high water marks of that flood up the river for two and a half miles, or any other distance, as I had no such marks, and have never been up the river above my north line, either before or after the time of the high water. The only conversation I had with the engineers was with reference to where the high water came on my land." Whether Mr. Straub furnished them an exact point where the water actually came is questionable, as he qualifies his information with the word "about." If the mark on the mill by Bremner is correct, the rise in the 3,100 feet would be five-tenths of a foot, or less than the conditions would seem to require.

If Mr. Cleaver's marks at the mill are correct, it would be only .15 lower. It is probable that the high water mark of Straub is not high enough. This is unfortunate, as there seems to be no difference between the parties on any high water mark above, and this is only one between the mill and a point opposite where the horses were drowned. Geo. D. King in his affidavit gives the high water at a point 7,200 feet above the railroad and 1,300 feet below McNaughton's south line, as 97.25, and says that it was 3 feet 2 inches higher in 1885 than in 1876. Bremner gives the difference, taking the same points between the years as 2.75. The accuracy of the points designated by Mr. King seems to be admitted by both parties. Mr. King's mark for 1876 was at a flowing spring, and in 1885 on a fence post. Bremner's levels probably give the distance accurately. These points are 700 feet below where the live horses were found, and at least 1,000 feet below where the most of the dead horses were found, and 1,300 feet south of McNaughton's south line. The next high water mark of 1885 was that of H. W. Moore, 9,000 feet above the railroad and 600 feet above McNaughton's south line. The elevation of this was 99.24. The next high water mark, (undisputed) was that of William H. Findley, 11,200 feet above the railroad and opposite McNaughton's north line. His marks for the years 1885 and 1876 are on a tree near the river, made after the water had reached its highest point. He gives the difference between the floods as 21 inches, that of 1885 being the higher. Bremner gives Findley's mark of 1885 as 101.10.; of 1876 as 99.10, or a difference of 2 feet. The next high water mark is that of F. M. Findley, 12,700 feet above the railroad, and 1,500 feet above McNaughton's north line. He says that in 1885 the water near his residence was one foot and six inches higher than ever before. His marks were made on a tree. Bremer gives the highest water mark of 1885 as 103.03; that of 1876 as 101.48, agreeing about with Mr. Findley. The next high water mark is at Van Horne's mill, 14,700 feet above the railroad. Thomas Benton's mark on the Van Horne mill in 1885 was 104.25; in 1876 101.27, about three feet lower. The next high water mark was made by Mr. Cleaver at Craighead's, 2,900 feet up the river from Van Horne's mill. This elevation is 107.40. G. W. Rains, living two

and a half miles north of Van Horne's mill, gave Bremer the high water marks of 1885 and 1876 on an oak tree. The mark of the water in 1885 was 2.54 feet higher than in 1876. Taking the high water mark at Craighead's and at Van Horne's mill, it will be seen that the descent for 2,900 feet down the valley was 1.086 feet per 1,000 feet; from Van Horne's mill to F. M. Findley's, 2,000 feet, the water descends 61 hundredths of a foot per 1,000 feet; from F. M. Findley's to W. H. Findley's, 1,500 feet, it descends 1.287 per 1,000 feet; from W. H. Findley's to H. W. Moore's, 2,100 feet, it descends .886 per 1,000 feet, from Moore's to G. D. King's, 1,900 feet, it descends 1.048 per 1,000 feet. W. H. Findley is opposite McNaughton's north line, and King is 600 feet below his south line, so that these marks show that the fall of the water must have been more rapid over the lower part and below his land, than over the upper part. From Findley's to King's high water mark, 3,800 feet, the fall was a little more than one foot in a thousand. (This covers all of McNaughton's land and six hundred feet below.) From King's high water to Straub's, the distance is about 4,200 feet, or a descent of .8 of a foot per 1,000. This seems to show that the embankment backed or rather retarded the current back of Straub's.

By taking the high water at Craighead's and at West high water mark on the telegraph pole below the railroad, the fall of high water is .962 per 1,000 feet for a distance of over three miles.

From this it will be seen that the fall over McNaughton's land was about the same that it averaged over a distance of three miles, and that over the lower part the fall was considerably more rapid than above. This we think could not have been the case, had the railroad backed the water upon his land. Taking the descent between Moore and King's high water marks, it will be found that at the south line of McNaughton's land the rate of descent would give the surface of water at McNaughton's south line as 98.40, or the fall of high water from McNaughton's south line to Rickey's mill was 4.56 feet. A level from the top of the dam would strike the current above about 3,200 feet up the river. The rate of descent continued below McNaughton's land as above would strike the level of the water at 4,600 feet above the railroad.

The natural surface of the ground at the south line of McNaughton's pasture outside the depressions shown on the map of Mr. Cleaver is 94; the high water at the dam 93.84. Mr. Bremner's levels give about the same relations. From Craighead's to Wm. Findley's high water mark opposite McNaughton's north line, as per Mr. Cleaver's figures, the distance is 6,600 feet, and the fall 6.30, or a fall of .98 per 1,000 feet. From Findley's opposite McNaughton's north line to King's, 1,400 feet south of McNaughton's south line, the fall is .385 and the distance 4,000 feet, or .962 per 1,000 feet—less than one-fourth of an inch difference in the fall as reported and agreed upon by the engineers in the 1,000 feet. Estimating by proportion the elevation of McNaughton's south line, we find it to be 98.40; Findley's 101.10. The distance over McNaughton's land as measured by Bremner is 2,700 feet; the fall, 2.70, or one foot per thousand.



With the exception of the high water mark of F. M. Findley, there is a remarkable uniformity of descent from Craighead's to West's mark on the telegraph pole. Leaving out F. M. Findley, and taking the fall from Benton's mill to W. H. Findley's high water mark the fall is 3.15 feet, the distance, 3,500 feet, or a fall of .9 of a foot per 1,000. Evidently there is some error in taking F. M. Findley's high water mark. The mark itself must be right, as it was cut on a tree on the bank of the river at the time. This, if about six inches lower, would make the descent from all undisputed high water marks closely agree. We shall disregard the river channel, and the effect of the mill-dam, as with eighteen feet above it the area in cross section is less than four per cent.

Mr. Elwood Cleaver furnishes the Commissioners two papers, in which he discusses with great care several propositions advanced by Mr. Bremner. From the first we copy the following:

Take any given channel or water way, without reference to size, through which a certain amount of water is flowing, and place a partial obstruction in it, until the surface of the water becomes elevated at that point. Then on removing the obstruction the accumulated water will quickly flow off, its greater velocity being caused by its greater elevation, and which increased velocity will be in exact proportion to its increased elevation. Was this law of hydraulics not true, the water would remain piled up, even after removing the obstruction, as long as the flow continued.

*Second.* Take any given channel as above, and place in it a permanent partial obstruction, when the water will raise in height at that point until the increased elevation produces an increased velocity sufficient to pass the amount of water flowing through said channels in any given time, when it will cease to raise and will flow past the obstruction, and deliver to the channel below the same quantity of water as through the obstruction did not exist. But as in the first illustration, if the obstruction be removed, the increased pressure of head, caused by the removed obstruction, will produce a velocity sufficient for the quick removal of the extra head.

The following is Mr. Cleaver's second report in full:

In addition to my report of December 26, 1886, I respectfully submit the following: As the Chicago, Burlington & Quincy Railroad Company, in their defense against the claim of M. N. McNaughton have asserted, first, that the amount of back-water caused by the obstruction at the railroad was only 1.56 feet, and second: that the surface of said back-water was level or nearly so, for a distance of 2,000 or 2,500 feet, I will from data which is at hand endeavor to show by certain rules given and adopted by some of our most eminent civil and hydraulic engineers, that the above statement must be erroneous.

*First.* I find a fall in the bottom of the valley from McNaughton's pasture to the railroad of 5.55 feet per mile, or .00105 per foot, and a cross section area of valley (covered by high water) at or near the south side of said pasture of 10,000 square feet, also wet perimeter as calculated for above cross section of 2,100 feet, exclusive of bayous, from which data the velocity in feet per second is 6.49, as calculated by rule 1, article 21, page 564 of Trautwein's Engineering, fifteenth edition. I also find the cross section area of the opening in the railroad bridge at the commencement of flood in 1885 to have been 4,000 square feet, leaving six-tenths of the cross section area of the valley as above given obstructed by the railroad embankment, from which I find the amount of head caused by said obstruction to be 3.69 feet.

See table 19, page 570 of Trautwein. And further on the same point I find a fall in the surface of high water from Craighead's to said pasture of 5.55 feet per mile, or .00105 feet per foot, which from the same cross section of the valley as above gives a velocity of 0.42, and

producing by the same rule and tables as above, an obstruction head of 3.58 feet, which I claim is the least amount that can be shown to have existed at the railroad embankment. In making the above calculation, I have given the railroad company the benefit of a doubt in every case, and I am satisfied that calculations based upon more exact measurements would show a still greater amount of obstruction head than is here given, possibly as much as four feet.

*Second.* According to the law of hydraulics, the velocity of water moving in an unobstructed channel is in exact proportion to its depth and the fall or slope of its surface. If one of these be decreased, then the other must be increased in proportion. If the bottom of its channel be of the same slope as is required to produce said velocity, then the water in the channel will be of uniform depth. If the channel be partly obstructed, then the water must increase in depth until the greater pressure caused by increased depth produces the required velocity. In the case at issue we find that the entire valley, which in this case is the water way or channel for the time being, was obstructed and dammed up to an amount of not less than 3.58. Now, if we go back on a level from the point of obstruction, the water will decrease in depth, and thereby lose its velocity; consequently we find that an increased slope of surface is required to maintain said velocity which slope must of necessity increase at each successive distance as the depth becomes less, until we finally arrive at a point where the original or unobstructed slope commences, which must of necessity be above a level line from the surface of the water at the place of obstruction, which level line in this case would be above a part of the McNaughton pasture; consequently there could not have been even an approximately level surface to any specified distance, but a gradually increasing slope, until beyond the influence of the obstruction, as above given, which influence must have extended to a point above the said pasture.

By permission of the Executive Council, the Commissioners referred this case to Professor Philbrick, of the Engineering Department of the State University. His report and discussion follow here in full. On questions of this kind, they regard him as authority, and his conclusions so fully sustaining, as they think, the observations and calculations, they are disposed to adopt his conclusions, as being, if not exactly, a very close approximation of the situation:

I have, as requested, carefully examined the case of M. N. McNaughton vs. the Chicago, Burlington & Quincy Railroad Company, and make this my report accordingly. It is too apparent to need statement that the figures of the different engineers who have made observations in reference to the case, do not exactly agree. Fortunately, however, the agreement in this respect is sufficiently close to render the discussion of the problem, so far as this is concerned, simple enough.

It is equally apparent, too, that the conclusions arrived at by different parties do not at all agree; and so we have the phenomenon that often enough happens, of different minds from the same starting point arriving at very different conclusions. In the present instance, this is to be expected, since so few engineers have anything to do with, or know anything about hydrostatics, and especially the subject of back-water.

In what follows, I shall present the subject in a theoretical as well as in a practical, or so to speak, ocular aspect. I shall first discuss the question on its merits, and will then point out, or try at least to do so, the reasonableness of the conclusions drawn.

To find the velocity and the discharge of the stream at the time of the high water: According to Mr. Elwood Cleaver, the cross section of the river at McNaughton's was 10,000 square feet, and the wetted perimeter 2,100 feet. Now, 10,000 divided by 2,100 equals 4.76, the "hydraulic mean depth." According to Mr. George H. Bremner, C. E., the fall above McNaughton's for a distance of 5,600 feet is five feet; hence the fall is .00088 per foot. Now, according to Bowser, Dowsing, Weisbach, and other authorities, the velocity is  $92.26 \times$  the square root of  $4.76 \times .00088$ , or  $92.26 \times .065$ , equal to 6 feet, nearly. The velocity in the channel would, of course, greatly exceed this. The discharge is therefore  $10,000 \times 6$ , equal to 60,000



cubic feet per second. Mr. Cleaver uses the slope of the bed of the river from McNaughton's pasture to the railway, in connection with the cross section of the river at McNaughton's to determine the velocity. He should, of course, use the slope above McNaughton's instead of below, and the slope of the surface, instead of that of the bed.

The velocity of approach in the vicinity of the bridge probably did not differ greatly from eight feet per second, which corresponds to a head of one foot. Supposing the opening at the bridge 140 feet wide and 30 feet deep, which corresponds very nearly with Mr. Cleaver's estimate, though at the height of the flood the dimensions of the opening were, I presume, greater than these, and adopting a coefficient of 0.8, we have according to Neville, (See Neville's Hydraulics, Third Edition, page 142)  $60,000 = 0.8 \times 8.025 \times 140 [30(d+1)^{\frac{1}{2}} + \frac{1}{2}(d+1)^{\frac{3}{2}} - (1)^{\frac{3}{2}}]$  - in which  $d$  is the fall at the bridge. This equation is best solved by trial. In this way we find  $d$  equal to 3.23 nearly. Of course this result is only approximate, but it probably does not differ from the truth very much. We will, however, assume a fall of 3 feet at the bridge.

We will now compute the extent of the back-water. In this case, the width of the stream, as shown by Mr. Brenner's profiles, and which are acknowledged to be substantially correct, are very nearly constant. We may therefore, safely adopt the formula:

$$1 = \frac{(h-h')(d-v^2)}{64.4s - .0078 \frac{b}{w} v^2}$$

This equation is the same in principle as that deduced and used by Neville in his hydraulics before referred to, page 281. In this equation  $d$  represents the depth and  $w$  the width of the stream,  $v$  the velocity of the water, and  $b$  the wetted perimeter at the lower one of any two sections considered,  $l$  the length or distance between sections, and  $s$  the slope of the normal surface of the stream, which is of course the same as the bed. Also,  $h$  is the rise of the water above the normal surface at the lower one of two sections considered, and  $h'$ , the same at the upper one. Hence  $h-h'$ , is the approach of the actual surface to the normal surface.

Mr. Cleaver gives the average slope of the bed from McNaughton's to the bridge at .00106 per foot. Since the slope is variable, however, and  $s$  is a factor of the denominator or divisor, it is easy to see that the use of the average slope instead of the actual slopes in the several computations required to find the total range of back-water, would give the sum of the quotients which make up the range of back-water too small. Considering the average value of the quotients that would be obtained by using the actual slopes when  $s$  is greater than .00106 to be but half as great as the average of the same when  $s$  is less than .00106, and (ignoring the influence of the term  $.0078 \frac{b}{w} v^2$ , which is small compared with  $64.4s$ ) it may be shown that this is just equivalent to using the coefficient  $\frac{.00106 \times 8}{9} = .00094$  instead of .00106.

It is noticeable that the coefficient varies slowly with the inequality of the bed, and cannot, therefore, so far as this is concerned, differ much from the above. Taking into consideration the term  $.0078 \frac{b}{w} v^2$  in estimating the change in the coefficient due to the inequality of the bed, we could easily show that the coefficient would differ but little from .00097. We will however adhere to the coefficient .00094, since it is certainly quite near the true value, and is not too large, and will therefore give a range of back-water not too small. Now  $b-w$  cannot differ much from 1.02, and therefore  $.0078 \frac{b}{w} v^2 = .008$  nearly. Our equation becomes, therefore,

$$1 = \frac{(h-h') \times (64.4 d - 2 v^2)}{64.4 d \times .00094 - .008 v^2}$$

We will compute the distances to the points at which the back-water is 0.5 feet, 1.0 feet, etc., less than at the bridge; that is, to points at which the back-water is 2.9 feet, 2.4 feet, 1.9 feet, etc. For each "stretch" we have, therefore,  $h-h' = 0.5$  foot.

For the first stretch,  $d = 8.5$  feet, and  $v = 3$  feet; therefore,

$$1 = \frac{0.5(64.4 + 8.5 - 18)}{64.4 + 8.5 - .00094 - .008 + 9} = \frac{264.7}{.443} = 598 \text{ feet.}$$

For the second stretch,  $d = 8.0$ , and  $v = 3 \frac{8.5}{8.0} = 3.19$ ; therefore,

$$1 = \frac{0.5(64.4 + 8.0 - 20.35)}{64.4 + 8.0 - .00094 - .008 + 10.17} = \frac{247.4}{.4029} = 614 \text{ feet.}$$

For the third,  $d = 7.5$ , and  $v = 3 \frac{8.5}{7.5} = 3.4$ ; therefore,

$$1 = \frac{0.5(64.4 + 7.5 - 23.12)}{64.4 + 7.5 - .00094 - .008 + 11.56} = \frac{229.94}{.3815} = 603 \text{ feet.}$$

For the fourth,  $d = 7.0$ , and  $v = 3 \frac{8.5}{7.0} = 3.64$ ; therefore,

$$1 = \frac{0.5(64.4 + 7.0 - 26.5)}{64.4 + 7.0 - .00094 - .008 + 13.25} = \frac{212.1}{.3117} = 682 \text{ feet.}$$

For the fifth,  $d = 6.5$ , and  $v = 3 \frac{8.5}{6.5} = 3.92$ ; therefore,

$$1 = \frac{0.5(64.4 + 6.5 - 30.73)}{64.4 + 6.5 - .00094 - .008 + 15.30} = \frac{193.93}{.2760} = 717 \text{ feet.}$$

For the sixth,  $d = 6.0$ , and  $v = 3 \frac{8.5}{6.0} = 4.25$ ; therefore,

$$1 = \frac{0.5(64.4 + 6.0 - 36.13)}{64.4 + 6.0 - .00094 - .008 + 18.00} = \frac{175.03}{.2187} = 801 \text{ feet.}$$

We have yet to determine the distance corresponding to 0.4 of a foot of back-water.

For this,  $h-h' = 0.4$ ,  $d = 8.4$ ,  $v = 3 \frac{8.5}{8.4} = 4.7$ ; hence,

$$1 = \frac{0.4(64.4 + 8.4 - 44.18)}{64.4 + 8.4 - .00094 - .008 + 21.09} = \frac{12.41}{1.082} = 794 \text{ feet.}$$

The total extent of back-water is therefore 4,928 feet. The condition of things is accurately shown on profile No. 1, attached to this report.

The back-water extended but little over half the distance to the point where the horses were drowned.

It remains to be said that the smaller the distance  $h-h'$ , is taken, the more accurate will be the results, and the longer will be the range of back-water found. Making this difference ever so small, however, will add but little to the range above found. Making allowance for this and for other approximations, we safely regard 5,000 feet as the greatest limit of back-water.

Profile No. 2 shows approximately the height necessary to raise the water at the bridge, in order to produce back-water at McNaughton's. A comparison of the two profiles shows that the actual stage of water falls very far below the stage shown in profile two (No. 2). The heights of B, C, D and E above the horizontal line may be found as follows: The slope for AL = 598 feet is  $.00106 \times 598 = .63$ ; therefore, BL =  $.63 - 0.50 = .13$  feet.

The slope for AM = 1212 feet is  $.00106 \times 1212 = 1.28$  feet; therefore, CM =  $1.28 - 1.00 = 0.28$  feet.

The slope for AN = 1818 feet, is  $.00106 \times 1818 = 1.96$  feet; therefore, DN =  $1.96 - 1.50 = 0.46$  feet.

The slope for AO = 2516 feet, is  $.00106 \times 2516 = 2.67$ ; therefore, OH =  $2.67 - 2.00 = 0.67$  feet.

We will now attempt to show on general principles that the back-water could not be in the case before us approach even the vicinity of McNaughton's. We observe in the first place that the "hydrostatic level," that is a horizontal line or plane extending back from the surface of the water at the bridge, will intersect the natural surface of the water (that is, the surface as it would be with the embankment entirely removed) at a point T, about 3,300 feet above the bridge. Of course the back-water will extend far above this point, but it will not extend to a point 3,300 feet above T; that is, TH will be less than TA. A glance at the profile is enough to show that TH could not in general be nearly equal to TA.

It ought to be apparent to every one that the deeper a stream is made at a given point, the less will be the velocity at that point. The average velocities of the water on different cross-sections of a stream are in fact necessarily inversely as the area of the cross-sections. If the cross section of a stream at one point, McNaughton's for example, is 10,000 square



feet, and at another, the bridge, for example, 20,000 square feet, then the average velocity at the bridge is just half the average velocity at McNaughton's.

Again, since the velocity of the water is caused by the slope of the surface of the water, the smaller the velocity, the flatter the surface. As a matter of fact, the slope varies as the square of the velocity. At a point, therefore, where the velocity is but half that at another point, the slope will be but one-fourth as great. This explains why the surface is comparatively flat for a good distance above the obstruction. Applying these simple and well-known facts, we see that, other things being equal, the greatest range of back-water corresponds to the case in which the rise of water occasioned by the obstruction is small compared with the depth of the stream; and the least range to the case in which the rise is greatest. In the former case, the depth being relatively but little increased, the velocity is but little decreased; therefore the slope of the surface is but little decreased or flattened.

In the latter case, the depth being relatively much increased, the velocity is much decreased, and therefore the slope of the surface is much decreased or flattened. In the latter case, therefore, the actual surface approaches the normal surface much more rapidly than in the former case, and therefore the range of back-water is less in proportion to the rise of water at the obstruction.

If two streams exactly alike, having a fall of three feet per mile, for example, be dammed up so as to raise the water in one two feet, and in the other four feet, the back-water in the first will extend more than half as far as in the second. The "hydrostatic level" will of course extend just one-half as far in the first case as in the second, viz: one-fourth of a mile in the first, and one-half a mile in the second case. The depth of the back-water TF, at T, will, however, be more than half as great in the first as in the second case, and the range TH above T more than half as great. It is equally true that the depth of the back-water at all points between A and H will be more than one-half as great in the first as in the second case.

In a sluggish stream, that is, in a stream of little fall, the back-water, other things being equal, will extend further than in a more rapid stream. The reason for this is found in the fact that in a stream having little fall the normal surface of the water TUV above T (as elsewhere, for that matter) being nearly horizontal, the surface of the back-water FGH must approach it slowly, and extend therefore far up the stream. The range of back-water TH above the point T, except for quite extreme cases, will be found to be from one-third to two-thirds of the distance AT, from the obstruction to the intersection of the hydrostatic level with the normal surface of the stream.

The case we are considering is in no sense extreme, and is indeed in its governing features not far from an average one, and the range of back-water above T we would expect to be not far from one-half of AT. While it is true, owing to the irregularities of the flow, the range of back-water cannot be accurately determined, it is also true that with sufficient data the range of back-water can be determined within not very wide limits. Many cases within the professional experience of the writer and others fully substantiate this.

Respectfully submitted,

P. H. PHILBRICK,

Professor of Civil Engineering, State University of Iowa.

Mr. Coffin, of the Board of Commissioners, is now absent in the South. He has been unable to reach the conclusions of Professor Philbrick, and has submitted six propositions that have raised doubts in his mind on the subject:

*First.* There is shown, by reference to profiles furnished by both parties, a fall of seven feet in the natural surface of the ground from the south line of McNaughton's land to the embankment.

*Second.* That there is just the same difference, seven feet, in the surface of high water at the railroad and McNaughton's south line.

*Third.* Taking any number of points between McNaughton's south line

or King's high water mark and the dam, there will be found a uniform depth of water, measuring from low water line to the surface of the high water of 1885, averaging 17 feet.

*Fourth.* The surface of low water in the channel of the river is much more correct for determining the descent, than any line run down the valley, and must show more accurately. Taking this as the base, there is a uniformity of depth of high water of 1885, from the mill back over McNaughton's land. The profiles and cross-sections do not show the water three feet deeper at the mill or at any point between this and McNaughton's north line than at his north line, except it may be in some depression. The profiles submitted show an average depth of water from the mill past the point where the stock was drowned about the same.

*Fifth.* The whole bottom was so nearly a level that it practically became a lake, and if the supply could have been cut off at Benton's mill (he evidently means Van Horne's mill), and the embankment closed at the railroad, the water would eventually seek a level, and would be six feet deeper at the railroad embankment than at the south line of McNaughton's farm.

*Sixth.* The velocity of the current shows that there was little if any horizontal surface except at the edges. Without an outlet, the water would have backed up as shown by Prof. Philbrick. With the outlet it has, the outflow was about equal to the volume of water coming from Van Horne's dam.

Bremner's profile shows the top of Rickey's dam to be at about the same level as the bottom of the river at McNaughton's south line; the general surface of the ground at the dam about eight feet lower than at McNaughton's south line. Mr. Cleaver's profile shows the difference to be between eight and nine feet. He also gives the high water at McNaughton's south line as 98.40; deducting West's mark on the telegraph pole, 90.15, would leave if unobstructed a fall of surface of the water of 8.25 feet in this distance, or in the 8,400 feet a fall of 00982 per thousand feet, which agrees very closely with the fall above. Mr. Cleaver's profile shows the average depth of the water on McNaughton's land, excluding the depressions, as no two exceed five feet; on the bottom of the valley at Rickey's mill and for more than a thousand feet back a depth of about nine feet.

The cross section furnished by Bremner at Rickey's mill above the dam, including channels and depressions, shows an area or cross section of high water roughly estimated at 22,750 feet; at 2,500 feet up the river 18,400 feet; at 5,000 feet up the river 16,200; at 7,900 feet up the river, (near where the live horses were found), 16,600 feet. The increase of this over the section at 5,000 feet is due to depressions or high water channels. Disregarding these depressions or irregularities, the section would not vary much from 16,000 feet. If these cross sections are correct, Mr. Coffin's theory that the water was uniformly three feet deeper up to and over McNaughton's land does not seem to be sustained. On the contrary, the diminution of section seems to correspond exactly with the conditions which Professor Philbrick says would exist under the circumstances.



Mr. Coffin's fifth proposition is that the water above the railroad and over McNaughton's land was so nearly a level as to be practically a lake, and if it had been a lake it should have been six feet deeper at the railroad than at McNaughton's farm. We think it is established and admitted that there was a rapid current, and that the water was between three and four feet deeper.

His sixth proposition is that the velocity of the current was such that there was no horizontal surface except near the edges, and that the outlet under the conditions equalled the volume of water coming from above, consequently the water continued a plain about three feet higher above McNaughton's land than it would have been if unobstructed by the railroad. If this be true, which upsets the theory of the lake in his fifth proposition, (and there is no natural law by which the effect of backwater diminishes), then there is no reason why this effect should not extend to the sources of the stream but this we think on reflection would hardly be claimed.

The majority of the Commissioners have reached the conclusion that Prof. Philbrick's solution of the question of how far the conditions stated in the proposition would set the water back is a close approximation to the actual condition. While their own figures made before the case was submitted to him were slightly in excess of his, and backed the water farther up the stream, it seems clear to them that this embankment could not in any manner have affected the water on McNaughton's land, the lower part of which was 8,500 feet above the railroad.

At the risk of prolixity, they will summarize the high water marks and rate of descent at two or three points. From Craighead's to West's mark on the telegraph pole below the railroad, the fall of high water if unobstructed would have been from the marks furnished .962 per thousand feet for a distance of three and one third miles. From Craighead's to the north line of McNaughton's pasture, the distance is 6,600 feet; the fall of high water 6.30; the fall per thousand feet .980. From McNaughton's north to his south line, a distance of 2,700 feet, the fall of high water is 2.70 feet, or one foot per thousand—slightly more rapid than above. From McNaughton's south line to King's the fall is 0.900 per thousand feet, or slightly less than over McNaughton's land. This remarkable uniformity of descent of high water, from marks and points about which there seems to be no dispute, agreeing with the scientific discussion, requires of the Commissioners the finding that the high water on McNaughton's land was not affected by this embankment. The statement of Mr. Rains, living two and a half miles above Van Horne's mill, that the high water was 2.54 feet higher in 1885 than in 1876; of Benton at Van Horne's mill that it was 2.98 feet higher; of F. M. Findley, 1.50; W. H. Findley, 2.00; G. D. King, 2.75; and the marks at the pump house one mile below the bridge showing 2.90, would if not contradicted indicate an unprecedented rise. Some question as to the accuracy of observation at the pump house was made, and it seems in conflict with the observations of West, Carlisle, Means and Stillinger. The accuracy of the other marks the Commissioners understand are not questioned.

*Des Moines, Iowa, March 2, 1887.*

H. A. ROGERS, BOONE, IOWA,

VS.

CHICAGO & NORTHWESTERN RAILWAY  
COMPANY.

*Highway crossing.*

Filed November 23, 1886.

#### DECISION OF THE COMMISSIONERS.

H. A. Rogers, about a year before the filing of his complaint, bought a lot of two acres of land, on which he located his residence, barn, etc., in the town of Boonsboro, being north of Eighth street, and a portion of this land fronting on Webster, a street coming from the south and intersecting Eighth street at right angles. This street extends no farther north than Eighth street. The Chicago & Northwestern Railway Company controls by lease or otherwise the road of the Iowa Railway, Coal and Manufacturing Company, running from Boone through the entire length of Eighth street, in Boonsboro, to some coal mines west, the length of the track being about three miles. When Mr. Rogers purchased this land there was no crossing at Webster street. The access by wagons to these grounds was by crossing the railway track at a street a block west or at a crossing nearly the same distance east, and going on the north side of Eighth street along the track until his premises were reached. The width of the street is sixty-six feet. After taking out the space occupied by the railroad bed, there is left about twenty-three feet between it and the fences on each side of the street.

Mr. Rogers' complaint is, that the access to his property by the construction of the railway across the continuation of Webster street has been cut off, and that by either of the other crossings the roadway is difficult and dangerous for heavily loaded wagons, and he asks the Commissioners to order a crossing at Webster street, which would give him direct communication with the town. He also states that Boonsboro is an incorporated town, and that the marshal has notified the railroad company to put in the crossing; that the former owner made the same request, and that he has served a notice on them to construct the crossing at this point.

The reply of the company is, that there are now two good crossings of the railroad that Mr. Rogers can use; that all the travel is along Eighth street, and none on Webster at this point; that a crossing there would be of no benefit, as his gate is so located that he would be compelled to make the same turn he does now; that the crossing could not be made without going off the right of way; that the crossing would obstruct travel on Eighth street; that Mr. Rogers is the only person that wants this crossing, therefore it is not public; that when the railroad was built the abutting damages were assessed and paid, and Mr. Rogers bought the property with the street closed; that the city council notified the company to make the crossing, but on examination the street commissioner released the company from putting in this crossing on condition that the crossing at the intersection of Eighth



and Franklin streets (known as the Carroll crossing), be widened from twelve to sixteen feet; that the railway company accepted the proposition and widened the crossing, when he released the company from all further action in reference to the Webster street crossing.

Section 1262 of the Code of Iowa says: "Any such corporation may raise or lower any turnpike, plank road or other highway, for the purpose of having its railway cross over or under the same; and in such cases such corporation shall put such highway, as soon as may be, in as good repair and condition as before such alteration at such place of crossing."

Before the construction of the railroad, Webster street was open. A right of way to Mr. Rogers' property was dedicated to the use of the public. Without the consent of Mr. Rogers or his grantor, or without the consent of the town authorities of Boonsboro the railroad company, after building its road across the highway, neglects to make it fit for crossing. The town notifies the company that it must put in the crossing. The street commissioner, we learn from his affidavit, on his own motion abrogates the order.

Without discussing the power of the town corporation to deprive the complainant of his rights to the use of the street, it seems that there was no official action by the authorities toward that end, nor any consent by the parties interested in this land at the head of Webster street. There seems to be, from the profile furnished and from personal examination made by one of the Commissioners, no difficulty in putting in a crossing at Webster street, which would interfere with the use of Eighth street for railroad purposes or ordinary travel on the street.

The Commissioners would therefore recommend that the crossing at the intersection of Webster and Eighth streets be put in.

*Des Moines, Iowa, April 15, 1887.*

CITIZENS OF CONE, IOWA,

vs.

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.

Passenger train facilities.

Filed October 14, 1887.

#### DECISION OF THE COMMISSIONERS.

Twenty citizens of Cone petitioned the Commissioners to have all passenger trains stop at that station when there may be one or more passengers to get off or on such trains. The petition was referred to President C. J. Ives, who replied that a new time table would soon be issued and that Cone would be made a "flag station," as requested by complainants. Ordered that case be dismissed without prejudice.

*Des Moines, Iowa, December 24, 1887.*

WM. G. DICKEY, MAXWELL, IOWA,

vs.

CHICAGO, ST. PAUL & KANSAS CITY, AND  
CHICAGO, MILWAUKEE & ST. PAUL RAILWAYS.

Over-charge.

Filed October 26, 1887.

#### DECISION OF THE COMMISSIONERS.

Under date of October 25, Mr. Dickey writes this office as follows:

MAXWELL, IOWA, Oct. 25, 1887.

*Railroad Commissioners, Des Moines, Iowa:*

GENTS—I am dealing in coal at Maxwell, Story county, Iowa, on the Chicago, Milwaukee & St. Paul Railway, and have been getting my coal from Valeria on the Diagonal to Melbourne and from Melbourne to Maxwell on the Chicago, Milwaukee & St. Paul for \$1.10 per ton. On the 15th of October the rates were advanced to \$2.20. The distance is only 32 miles and the rates have never been higher than \$1.30 until now. I am informed that these rates have been raised in consequence of an unfriendly feeling between the roads. Now if your duties are to look after the interests of the people from the abuse of the railroads, I wish you would look this case up and see if you can do something for our relief.

Yours respectfully,

(Signed,)

WM. G. DICKEY.

Referring this letter to General Manager Miller, of the Chicago, Milwaukee & St. Paul Railway, Mr. Tucker, Assistant Manager, replies, October 31, as below:

MILWAUKEE, Oct. 31, 1887.

*To the Board of Railroad Commissioners of Iowa, Des Moines:*

GENTLEMEN—Complaint of Wm. G. Dickey for alleged over-charges on coal from Valeria, Iowa, to Maxwell, Iowa.

Replying to your Secretary's favor of the 26th, covering above complaint, I beg to say:

We have no joint traffic with the Diagonal, and it is quite likely that that road as well as ours has billed the coal at higher rates than those established by your Board as reasonable maximum rates. So far as we are concerned, we shall refund any over-charges we may have made. In the application to short hauls of the maximum rates as fixed by your Board in the Glenwood case, we respectfully call your attention to the unreasonably small compensation they allow.

Take the case now in question:

|  |           |
|--|-----------|
| The distance—Valeria to Melbourne is ..... | 23 miles. |
| Melbourne to Maxwell .....                 | 17 miles. |
|  | 40 miles. |

|                           |           |
|---------------------------|-----------|
| 40 miles at 9 mills ..... | 36 cents. |
| Terminal charges .....    | 30 cents. |
|                           | 66 cents. |

|  |             |
|--|-------------|
| Chicago, Milwaukee & St. Paul, 17 miles, rates ..... | 39.3 cents. |
| Diagonal, 23 miles, rate .....                       | 35.7 cents. |
|  | 66 cents.   |



Now, if the car is loaded at the mines with 15 tons, it will earn \$9.90 on the haul to Maxwell. Not less than three days will be used up in this service, and probably more, besides the time in returning the car empty. A day will be taken at the loading point, and one to three at the unloading point, and one day used at the transfer. For our 17 miles haul switching at the junction point and at destination, for the same work done over again in returning the empty car, and for the use of the car, we will earn the small sum of \$4.54. A sum considered a reasonable charge for switching loaded cars a short distance only. In your decision in the Glenwood case, you made the following statements:

"If there is any error in this method of computing reasonable rates, it is in short hauls, running from five to fifty miles, which may be low, as this short haul tonnage is small, they believe it will not materially affect coal earnings."

Also: "Their views are that the rates cannot be fixed permanently, and that changed conditions may justify a change of rates in the future."

You thought then the rates for a short haul may be low. We respectfully submit that they are unreasonably low, and no corporation can afford to provide cars for such an unreasonable service. The wants of coal consumers at short haul points are as imperative as those at long haul points, and must be provided for; but there is no reason why they should not pay an adequate compensation for the service done them. As a corporation it is our purpose to treat all our patrons fairly, but we submit the business proposition to you: Can there be any object for us to increase our rolling stock in order to do such unprofitable work? We, therefore, hope you will take up this matter, and grant the railroads in Iowa that relief which an advance in the coal rates for distances less than 100 miles would give.

Yours truly,

(Signed,)

J. F. TUCKER, *Asst. General Manager*.

This letter being forwarded to Mr. Dickey, the complainant, he, on November 4th, writes as follows:

MAXWELL, IOWA, November 4, 1887.

Board of Railroad Commissioners, Des Moines, Iowa:

In relation to my complaint against the Chicago, Milwaukee & St. Paul and the "Diagonal" for unreasonable charge for hauling coal from Valeria to Maxwell I have this further to say: From Valeria to Maxwell is forty miles, charge per ton, \$2.20; while the Chicago, Milwaukee & St. Paul handle from Ottumwa to Maxwell for \$1.15, distance, 194 miles; while from Melbourne to Maxwell, distance seventeen miles, the same company charges \$1. Now, this looks rather unreasonable to me.

WM. G. DICKEY.

On November 4 the Chairman of the Commission, replying to Mr. Tucker's letter, says:

J. F. TUCKER, *Assistant General Manager Chicago, Milwaukee & St. Paul, Milwaukee, Wisconsin:*

DEAR SIR—Your letter of October 31st received and contents noted. In finding the standard of reasonable rates for hauling of coal in Iowa the Commissioners sought to establish some principle that would serve as a measure to regulate charges by, and they believe that the rates made will afford a reasonable profit on the entire business. The case in point is extreme, and to a limited extent your criticism is just. The Commissioners see no reason why cars should be allowed to remain two, three, or more days at the point of loading and unloading, and would suggest that a charge for each day's delay beyond a reasonable time for unloading would be perfectly

legitimate. With regard to the rates for hauling coal there seems to be a great difference in the views of the different railway companies. The Commissioners are informed that coal is hauled from Muchakinock, Des Moines, and White Breast to Council Bluffs and Omaha at seventy-five cents per ton, and they have had their attention called to this by the Governor as proof that the rates voluntarily fixed by the railway companies were so much lower than those fixed by the Commission, that the latter were much too high. They have, however, declined to modify them on the conviction that in the aggregate they were just to all parties. It is difficult for them to arrange any maximum rate that will give a reasonable profit in every instance, but they believe they have come as near to a fair standard applicable to all cases as they can readily do.

Respectfully,

PETER A. DEY.

Mr. J. A. Hanley, Traffic Manager, on the 7th of November, writes:

If there is any overcharge on shipment referred to by Mr. Dickey, we will gladly refund same to him, on basis of our earnings on the through rate formerly in force to Maxwell, Iowa. I understand that the through rate was satisfactory to Mr. Dickey, and what he now desires is to have the through rate restored again. We are willing to continue the rate if the Chicago, Milwaukee & St. Paul Railroad, will join us in doing so.

Yours truly,

(Signed)

J. A. HANLEY, *Traffic Manager*.

While the Commissioners realize that the rate fixed by them in the Glenwood case may, in some instances, of very short hauls, prove unprofitable to the carrier, they at the same time fully understand that but a small per cent. of the coal moved in Iowa will be subject to short haul rates, and that in many cases the railroads have voluntarily made less rates than that fixed by the Commissioners, they cannot but adhere to the rates established by them and they recommend to the defendant railway companies to make their rates in this case before them, not to exceed that adopted in the Glenwood case.

Des Moines, Iowa, November 11, 1887.

A. E. THOMAS, DES MOINES, IOWA,

vs.

CHICAGO, BURLINGTON & QUINCY RAILROAD CO.

} Overcharge.

Filed November 23, 1887.

#### DECISION OF THE COMMISSIONERS.

On November 21st, Mr. A. E. Thomas of Des Moines, shipped over the Chicago, Burlington & Quincy Railroad a small Jersey cow from Pleasantville to Des Moines, which would weigh, Mr. Thomas says, not over 400



pounds. The railroad company charged him 5th class rate on estimated weight of 2,000 pounds, which Mr. Thomas complains of as extortion.

On referring the matter to General Traffic Manager Ripley he replies that the rate was the regular published tariff, which on examination of the distance tariff and classification sheet, as published by the company, were found to be correct.

While at, first thought, it may seem a high price to pay for a small cow for that distance, still such a cow has to have, when sent singly, just about the same space in a car as a larger one, and it is often the case a whole car has to be used for one animal, as there is a liability of damage to merchandise sent in the same car with live animals. As long as the local rates on all other kinds of freight are as high as they are now in this State, the Commissioners see no discrimination against Mr. Thomas in charging the usual tariff rate, which was one in this case.

*Des Moines, Iowa, December 23, 1887.*

CASEY & DOLAN, GRISWOLD, IOWA,

VS.

CHICAGO, BURLINGTON & QUINCY RAILROAD CO.

*Delay and extortion.*

Filed September 29, 1887.

#### DECISION OF THE COMMISSIONERS.

On September 13, 1887, M. T. Casey and Lawrence Dolan shipped two car loads of live stock from Pleasantville, Marion county, to Elliott, Montgomery county, Iowa.

They complain that their cars were side tracked at Albia from 10:45 P. M. till after 3 A. M. next morning, although there were several freight trains going west passed through Albia in the meantime. This delay made it impossible to make connection at Red Oak so as to reach point of destination that day, but were informed they could be run through from Red Oak to Elliott extra for \$5 per car, which was done and paid as per proposition.

Complainants claim that they were delayed by no fault of theirs and that the charge of \$5 per car to run them extra from Red Oak to Elliott was an unreasonable one as the delay was, as they claim, the defendant's fault.

There are two freight trains daily from Pleasantville to Albia, one at 9:25 A. M. and one at 6 P. M.

The 9:25 A. M. train from Pleasantville to Albia, No. 38, the defendant claims is the only train that makes connection at Albia with train No. 17, on the main line that makes connection at Red Oak with the train to Elliott. A careful study of the time table shows this to be the fact. This train No. 17, would have brought the stock into Red Oak so as to be sent upon the branch from that station on the morning train to Elliott enabling

them to reach destination in less than 24 hours, a distance as complainants say of 180 miles, but by starting as they did from Pleasantville on the evening train No. 40, at 6 P. M., which made no close connections with trains west, they were obliged to wait for the regular train that took the cars going west from the Des Moines branch. But neither this train nor the other through trains, which complainants claim passed west through Albia while waiting, reached Red Oak in time for the trains north to Elliott.

As part of the stock were calves just taken from their dams, it was especially important to reach destination before unloading and as expeditiously as possible, and as there were no trains north from Red Oak until the next morning, the company proposed to send them from Red Oak to Elliott for \$5 per car. This the parties agreed to and did pay. The complaint is that they were unnecessarily delayed at Albia, causing them to miss connection at Red Oak and then were charged this extra \$5 per car for sending them train extra.

The Commissioners find that the complainants were at fault in not making their plans so as to start from Pleasantville on the train that was to make the regular connections. Had they done this and then been laid out so as to necessitate an extra from Red Oak to Elliott, or be two days in reaching destination, they would have had cause for complaint, but as it is we think they have not.

*Des Moines, Iowa, February 8, 1888.*

D. ROTHSCHILD & CO., DAVENPORT, IOWA,

VS.

CHICAGO & NORTHWESTERN RAILWAY COMPANY.

*Demurrage.*

Filed December 5, 1887.

#### DECISION OF THE COMMISSIONERS.

On December 3, 1887, D. Rothschild & Co make complaint against the Chicago & Northwestern Railway Company that they are charged demurrage of \$21 on three cars, as follows: October 4, 1887, car 15,026, loaded with baled hay from Sutherland, consigned to D. Rothschild & Co., Cedar Rapids, three days' demurrage, \$9; September 12, car number 15,042, loaded with bulk barley, two days' demurrage, \$6; on September 12, car number 15,042, loaded with bulk barley, two days' demurrage, \$6; a total demurrage charge of \$21, all the cars loaded at Sutherland, and consigned to D. Rothschild & Co., Cedar Rapids. The parties claim that they were prepared to unload the cars as soon as notice of their arrival was received, but found them on a sidetrack where teams had no access to them, hence the delay. The complaint was submitted to the officers of the Chicago & Northwestern Railway, who



reply that the two cars were weighed and placed on city track where they stood until they were unloaded; that there is no foundation for the statement that teams had no access to them. The station agent states that he notified Mr. Rothschild's teamster repeatedly that he must unload these cars or that demurrage would be collected. Two of the cars stood four days before being unloaded and one five days.

As there was a conflict in the statements of the parties, the Commissioners asked Messrs. Rothschild to substantiate their statements by affidavits; this they do not care to do, but rest their complaint on the reasonable time that a consignee should have to unload a car, or in other words, claim that four or five days is not an unreasonable time for a consignee to detain a car. This leaves but the one question for the Board to determine—what is a reasonable time in which to unload a car.

When there is no demand for cars, the presumption is that the use of the car as a warehouse is not prejudiced to the carrier; the reverse of this at the time demurrage was charged is undoubtedly true with the Chicago & Northwestern, the Chicago, Milwaukee & St. Paul and the Illinois Central Railway. During the entire fall of 1887, there was a demand for cars in northwestern Iowa greater than ever before.

The Chicago & Northwestern on June 30, 1887, had 12,566 box freight cars; this number has been for the last four months of 1887 utterly inadequate to supply the pressing wants of the patrons of the road. In proof of this the Commissioners state a single case among the many that have been brought to their notice officially. Mr. Cathcart, of Kingsley, on the Chicago & Northwestern Railway has in store at that station 93,000 bushels of grain, has advanced farmers whose grain he could not receive for want of storage, \$6,000. In his business he had \$8,000 of farmers' notes that are due and would be paid if there were cars to move the accumulated grain, so that storage could be furnished. In the last four months of 1886 he loaded 257 cars of grain. In the last four months of 1887 he had been unable to obtain but 155 cars. He has 130 carloads ready to move the moment the cars can be furnished and his warehouse would immediately be refilled if there was room to receive the grain. This is but one case of the hundreds that are constantly pressed upon the attention of the Commissioners. The demand for cars upon the Chicago & Northwestern Railway Company is unprecedented and many of their customers are facing financial dishonor, simply because this company is unable to furnish them cars. This affects business men, farmers and all classes seriously.

In view of the situation, the determination of the question of demurrage by this Board occurs under circumstances that are not especially favorable to the complainants. It is a matter of judgment how long a consignee should be allowed the use of a car without payment.

As stated before, the demand for cars should be an element in its determination. The case before them is probably extreme. Under conditions stated they believe that twenty-four hours after the car has been placed in

an accessible position and the consignee notified, is a reasonable time for unloading.

They are of the opinion that payment for the use of the car (they do not like the term, demurrage,) should begin after that time. The amount charged, \$3 per day, is not one-third they would have earned, could they have been in service.

*Des Moines, Iowa, January 11, 1888.*

CHICAGO, SANTA FE & CALIFORNIA RAILWAY CO.

VS.

JOHN YAGER, ANTIN BRAUDLAUGH AND BEN. DROLLINGER.

Condemnation proceedings.

Filed January 3, 1888.

Petition asking the Board of Railroad Commissioners to determine the necessity, and authorize the condemnation of additional land for depot grounds.

The petition alleges the Chicago, Santa Fe & California Railway Company is operating a completed railroad through Lee county in the State of Iowa, that the company has established a depot or station of Macuta, Jefferson township, said county, and that additional lands are necessary for the reasonable transaction of the business present and prospective of said railway company, and the petitioner asks the Railroad Commissioners, under the provisions of chapter 190, laws of Twentieth General Assembly, "to give notice to the land owner and examine and report by certificate to the clerk of the circuit court in the city in which the land is situated, the amount and description of the additional lands, necessary for the reasonable transaction of the business present and prospective of said railway company." In pursuance of said request notices were served on the land holders and the Commission after examining the grounds had a hearing of the case at the city of Fort Madison, January 17, 1888. Mr. O. C. Herminghausen, attorney for John Yager, filed a demurrer to the proceeding for adjudging the advisability of condemning land for the purposes of a depot and claims that the Board has no jurisdiction, and for this reason asks that this proceeding be dismissed.

The statute says "shall have power to condemn land for additional depot grounds." The position taken by Mr. Herminghausen is that the aim and object of the law was to enlarge depot grounds in any city where the railway company had depot grounds that were insufficient for the needs of business and for no other purpose, that in grants of power the courts have always construed the statute literally and no powers are conferred by implication. Under the general incorporation act of the State of Iowa, power was given



to condemn the right of way one hundred feet in width and a greater width was allowed for borrowing material and depositing waste earth. By subsequent enactments grounds for wood and water stations could be condemned but no provision was made for depot purposes and it became necessary, previous to the passage of this law, to procure depot grounds by purchase or confine them to the strip of land that made the right of way. It is evident that it is possible to do the business of a small station on this strip but it is also evident that it would result in very much inconvenience to the public and the railroad. In the present case the railroad company by the plan submitted and made one of the papers of this proceeding, proposes to place the depot building and the platform for getting on and off cars within the fifty feet limit so to that extent the right of way may be regarded as depot grounds in fact whatever land is used for the purpose becomes depot grounds. The Commissioners have not in former cases thought it necessary to narrow the interpretation of the law but have assumed that the law maker intended to give the railway companies a right to condemn all land necessary for the convenience of the public doing business with the railroad and also for the transaction of all service necessary in the operation and use of the road and they have always construed the statute liberally, limiting the use however to strictly railroad purposes. They see no reason why these grounds may not be condemned large enough to pass many trains at the same time, and to place tracks upon them for standing empty cars, to make roads for the approach of trains to depot and cars, for stock yards and any and all purposes for which station and depot grounds are and always have been used. Their view is that their certificate was made necessary in the law so that ground could not be condemned for purposes not germane to the operating of the road and the interference of the Commissioners required for the protection of the property owner against such diversion. At the same time it was not intended to cripple the means required for the convenient and successful operation of the road.

The station is about six miles from the city of Fort Madison and about the same distance from New Boston, the first station west. The location for the reasonable management of trains was shown in testimony to be desirable, and no other point in the vicinity that was practicable on account of gradients, seemed so well fitted for the purpose as this. The business of the locality will not be large, as there are several competing points on the Chicago, Burlington & Quincy Railway; at the same time there will be some shipments of stock, melons, fruits and vegetables. It seems there is enough business to justify the maintenance of a station, and that the needs of the road in its general operation requires it, as shown by the fact that the company has already established a telegraph office at this point for the government of trains.

The Commissioners are of the opinion that the tract of land on the accompanying plot between station 315.17 and 346.26, 300 feet in width is necessary for the reasonable transaction of business at this point and to secure it, in addition to the land now owned by the company, they will require from Antin Bradlaugh on the southwest quarter of section 14, township 67, north

range 5, west 5th principal meridian, 3.45 acres of land, as follows: A strip of land fifty feet in width on each of and along the right of way of the Chicago, Santa Fe & California Railway Company, as said right of way crosses the southwest quarter of the southwest quarter of section 15, township 67, range 5, making the land of said company 300 feet in width across said southwest quarter of southwest quarter aforesaid, one-half thereof on each side of and along the center line of the railway of the Chicago, Santa Fe & California Railway Company aforesaid, the said strip containing 3.45 acres, situated in Jefferson township, Lee county, Iowa; from John Yager, on the same quarter section, 3.17 acres, described as follows: A strip of land 100 feet in width, on each side of and along the right of way of the Chicago, Santa Fe & California Railway Company, as said right of way crosses the southeast quarter of the southwest quarter of section 14, township 67, range 5, making the land of said railway company 300 feet in width across said southeast quarter of southwest quarter of section fourteen (14), township sixty-seven (67), range five (5), aforesaid, one-half thereof on each side of and along the center line of the railway of the Chicago, Santa Fe & California Railway aforesaid, said strips containing 3.17 acres, situated in Jefferson township, Lee county, Iowa; from Ben Drollinger, on the same quarter, 3.98 acres. This latter tract has been, they understand, conveyed to the company, and it will not be necessary to condemn it.

*Des Moines, Iowa, February 7, 1883.*

CITIZENS OF CRESTON, IOWA,

vs.

CHICAGO, BURLINGTON & QUINCY RAILROAD CO.

*Incompetent engineers.*

*To the HON. WM. LARRABEE, Governor of Iowa:*

The Railroad Commissioners in response to the request made in the following papers have taken testimony as to the facts therein claimed, and respectfully submit to you the testimony taken in full, with arguments of counsel, together with the conclusions of the Commissioners.

*To the HON. WILLIAM LARRABEE, Governor of the State of Iowa:*

We, the undersigned citizens of Creston, Iowa, pray that your Excellency will at once direct the Railway Commissioners of the State of Iowa to investigate the conduct of the Chicago, Burlington & Quincy Railroad Company, in its present employment of persons as engineers on locomotives drawing passenger trains, who are incompetent, inexperienced and inefficient, thereby endangering the safety of the traveling public.

(Signed.)

F. C. CLEGG,  
B. RUSSELL,  
M. J. BURKE,  
*Committee.*



MARCH 1, 1888.

Respectfully referred to the Board of Railroad Commissions with the request that the conduct of the Chicago, Burlington & Quincy Railroad Company officials be investigated in accordance with prayer of above committee. Chapter 77, laws of the Seventeenth General Assembly, gives you full powers in cases like this. The high character of the locomotive engineers and the responsible duties imposed upon them entitle this complaint to prompt and careful investigation. Will you please give it your early attention and report to me and oblige.

WM. LARRABEE.

To the Honorable Board of Railroad Commissioners of the State of Iowa:

Your petitioners, citizens of Creston, Iowa, hereby represent that the Chicago, Burlington & Quincy Railroad Company is at present engaged in operating its railway by the employment of persons as engineers on passenger trains who are incompetent, inexperienced and unsafe as locomotive engineers, thereby endangering the safety of the travelling public on such trains of such railroad corporation, and has failed in this particular to properly observe the conditions requisite for the safety and convenience of the traveling public.

Your petitioners pray that under and by virtue of the authority reposed in you by chapter 77 of the acts of the Seventeenth General Assembly, that you will investigate said conduct of the Chicago, Burlington & Quincy Railroad Company, to the end that such railroad company may be compelled to equip and conduct its railway trains with due regard to the public safety and convenience.

(Signed.)

W. H. Christie, M. D.; J. B. Wilson, M. D.; J. D. Reynolds, M. D.; H. W. Neece, M. D.; L. S. White; B. W. Surry, M. D.; J. A. Rawles, M. D.

To the Honorable Board of Railroad Commissioners of the State of Iowa:

Your petitioners, citizens of Creston, Iowa, hereby represent that the Chicago, Burlington & Quincy Railroad Company is at present engaged in operating its railway by the employment of persons as engineers on passenger trains who are incompetent, inexperienced and unsafe as locomotive engineers, thereby endangering the safety of the traveling public on such trains of such railroad corporation, and has failed in this particular to properly observe the conditions requisite for the safety and convenience of the traveling public.

Your petitioners pray that under and by virtue of the authority reposed in you by chapter 77 of the acts of the Seventeenth General Assembly, that you will investigate said conduct of the Chicago, Burlington & Quincy Railroad Company, to the end that such railroad company may be compelled to equip and conduct its railway trains with due regard to the public safety and convenience.

(Signed.)

Ed. Lewis, Gustaf Boleen, C. A. Mienmeyer, Thos. McGrath; D. M. Jennings, M. A. Kanoff, M. A. Nye, C. E. Edgerton, Ed. Wauracher, J. K. Harok, Joe S. Kirvin, Geo. W. Devoe, Will S. Prouty, F. Allen, H. K. Burket, Leroy Kenney, S. L. Monum, O. V. Holtzschuharr, C. P. Blair, Ben. Mason, H. Newman, Sam'l Smith, H. P. Wood, G. Lamb, G. A. Daniel, A. E. Keith, J. Freeman, A. H. Hoppe, Ed. W. Graham, C. G. Ferguson, M. V. McQuade, J. H. Pratt, A. R. Pardun, M. P. Wickersham, R. E. Taylor, M. B. Hayness, B. S. Chorr, C. Pearson, A. Willson.

Copy of telegram from W. C. Brown.

J. W. BLYTHE:

I understand that a committee of engineers from Creston have gone to Des Moines to petition the Governor not allow incompetent, inexperienced enginemen on passenger engines. You can say to Gov. Larrabee, if you think best, that our passenger engines are being run by men of experience, perfectly trustworthy and competent, and can give him a full assurance that no man will be put on passenger engines, or any other engine, except those possessing

these qualifications. We think we are better calculated to judge in regard to the character of men we employ than the striking enginemen, and we certainly have a great deal more at stake.

(Signed.)

W. C. BROWN.

The pages referred to in the following, refer to pages in the testimony herewith enclosed.

The complaint states that the "Chicago, Burlington & Quincy Railroad Company is at present engaged in operating its railway by the employment of persons as engineers on passenger trains, who are incompetent, inexperienced, and unsafe as locomotive engineers, thereby endangering the safety of the traveling public. \* \* \* And has failed in this particular to properly observe the conditions requisite for the safety and convenience of the traveling public."

The issue is made by the telegram of Mr. Brown that "our passenger engines are being run by men of experience, perfectly trustworthy and competent. \* \* \* That no man will be put on passenger engines or any other engines except those possessing these qualifications."

To determine what constitutes a first-class passenger engineer, a number of witnesses were examined, and in the main they agree upon the requisite qualifications.

Page 45, Mr. Ericson, master mechanic at Creston, says: "To constitute a first-class engineer, a man must understand the engine thoroughly, have experience and good judgment, able to keep cool in cases of emergency."

A. K. Stone, conductor for thirteen years, says: "I never considered an engineer a skilled laborer. The qualifications of a good engineer are based on experience, good judgment, practice and coolness."

Page 109, C. C. Fisher, a locomotive engineer of sixteen years' experience, says: To make a competent engineer requires knowledge of time card and rules, and to know the road; should have three or four years' experience as a fireman. It is the custom of all roads to select the oldest competent engineers for passenger service.

N. Van Gant, page 117, who has been running an engine for sixteen years, says: To make a competent engineer, a man must have good judgment, experience, understand working of air brakes, the time card and time, and have experience in handling an engine as an engineer.

W. C. Berry, who has been running a locomotive about twenty-two years, thinks that a man ought to have from two to three, and perhaps four years' experience as a fireman, and some experience on a freight engine before he took a passenger engine. The time in both places would depend upon his ability to learn.

W. C. Brown, superintendent of Iowa lines, on page 136, says in answer to the question "what constitutes an experienced engineer?" "I should say a man that has successfully run an engine for three years, and who has proven by his way of doing his work that he is a man of good judgment and a careful man, I would call that man an experienced engineer."

From the foregoing it would seem that knowledge of the machinery and



its working is the first requisite; experience and practice the second; good judgment and coolness in emergency, the third. A natural aptitude may enable one man to acquire much of this quicker than another.

J. C. Shoemaker, L. H. Stroud, C. W. Connett, J. F. Cox, M. Johnson, Hiram Rockwell, J. B. Goowin, Ed. Sheridan, George McClelland, and Richard Price, men who have been running trains carrying passengers since February 27th, examined under oath, state they do not regard themselves as first-class passenger engineers. Mr. Ericson, master mechanic at Creston, in his testimony admits that most of these men are not up to the standard above recognized.

Messrs. Fisher, Van Gant and Berry, introduced as experts, agree that the experience these men have had would not make them competent under the usual restrictions applied by railroad companies, to run passenger trains.

Mr. Brown, superintendent of the Iowa lines, admits that under the conditions of all his enginemen leaving on twelve hours' notice, he was compelled to run passenger trains with new and inexperienced men.

It may be regarded as proven beyond question and admitted that the men above designated were inexperienced, under the general rules laid down by railroad companies for the running of trains, and tried by their own standard, the Commissioners do not hesitate to say that they are incompetent.

The last question for determination is, does their running passenger trains endanger the safety of the traveling public.

These men have been employed from nine months to three or more years as firemen: they all know the usual working of a locomotive under ordinary circumstances, that is when it is in good order, are able to work the machinery, use the injectors, apply the air brakes (in some instances not skillfully).

The order issued by Mr. Brown, dated March 1, marked "Exhibit E," which he testifies, page 130, was given verbally on February 27, required a first-class conductor to ride on engine to be equally responsible with conductor and engineer for the safety of the train as far as train rules and telegraph orders are concerned." He testifies further, same page, that "machinists from the different shops were selected, and a first-class machinist was put on board of every passenger train, men who, if necessary, could take an engine to pieces and put it together again. These men were instructed in case of any break-down or any trouble occurring to the engine to render the men in charge of the engine all the assistance in their power."

The extra conductor or pilot on the engine being an experienced man, we think should insure the safety of the trains so far as running it in accordance with train rules and telegraph orders can insure it, and in this particular the train would be as safe as if solely in charge of an experienced engineer. The machinist who accompanied every train would, we think, be able to remedy any break-down or failure of the machinery to work as well as a skillful engineer, so that the danger to the traveling public would be confined to the three qualifications before stated, experience, judgment and coolness in an emergency. We think we are safe in assuming that in these particulars these the new men running these trains cannot be equal to those

who had been previously selected from the oldest and most competent engineers to run passenger trains.

The Commissioners believe that the examinations that have been heretofore made and tests that have been applied to determine whether engineers are competent to run locomotives are dictated by prudence; and to neglect them is unwise. They would advise the Chicago, Burlington & Quincy Company to allow no engineer to run a passenger train who is not fully up to their established standard of skill and ability.

The law governing the carrier of passengers says he "must use extraordinary care and caution, the highest skill, the greatest foresight and the best appliances, the "highest degree of care, skill and diligence of which human effort is capable," the "diligence must be extraordinary and liability follows slight negligence."

It not being in issue the Commissioners have not thought it within the scope of this investigation to discuss the merits of the differences that led to the engineers and firemen leaving the service of the Chicago, Burlington & Quincy Railroad Company.

*Des Moines, Iowa, March 10, 1888.*

## SHORTAGE OF CARS—COMPLAINTS.

### DECISION OF THE COMMISSIONERS.

On September 22, 1887, Tuttle Bros. and M. Brown & Son, of Whittemore, filed complaints against the Chicago, Milwaukee & St. Paul Railway Company, because of failure to furnish a sufficient number of cars to meet the demands of their business.

The following letter was written September 20, 1887:

WHITTEMORE, IOWA, September 20, 1887.

W. W. AINSWORTH, Secretary State Board of Railroad Commissioners, Des Moines, Iowa:

DEAR SIR—It becomes necessary to lay our grievance before you, and see what redress there is for parties who are compelled to suffer financial losses through the seeming neglect of railway companies to furnish the necessary facilities for transportation of material to markets.

The case in hand is, that we, the undersigned, have located at Whittemore, Kossuth county, Iowa, on the line of the Chicago, Milwaukee & St. Paul Railway, a steam hay pressing establishment, with a capacity of three cars per day when running, the probable shipments of hay being between three and four thousand tons annually. The railway company fail to furnish a sufficient number of cars to enable us to successfully carry on the business. The worst feature of the shortage of cars is that we often bale and prepare for market several tons of hay, expecting to receive cars for immediate transportation, when failing to receive them (as is the case at this writing) our hay heats on our hands.

Of the twelve cars which we should have had in the last four days, we have received but one. It is also necessary to keep men under pay, to have them when needed. With cars we could keep them employed at a profit, without cars we are at a loss from that source as well.



We therefore submit this matter to you for consideration, hoping it will receive proper attention at your earliest convenience.

We remain respectfully yours,

TUTTLE BROS.

On the 21st of September, Brown & Son, of Whittemore, wrote this office as follows:

WHITTEMORE, IOWA, Sept. 21, 1888.

State Board of Railroad Commissioners, Des Moines, Iowa:

GENTLEMEN—Is it within your power to assist us in having the Chicago, Milwaukee & St. Paul Railway Company furnish us with cars to meet our wants in shipping hay? We have asked the agent for cars but they will not furnish them. It has been so years before to our loss, and this year we feel that we want better facilities for shipping if possible, so we appeal to you to assist us if possible.

The preference has been given to grain men heretofore; we think our hay business is of as much importance as theirs and should have as good shipping facilities as they.

Yours respectfully,

M. BROWN & SON,

These letters were followed up by complainants of like nature from J. S. Gallagher, F. M. Butts and G. S. McPherson, of Wesley; J. E. Steel and J. M. Little, of Spencer; W. Longman, of Bayard; T. S. Seymour, of Milford; A. Dixon, of Dedham; M. Fell, of Everly; and Montgomery Bros., of Templeton, all complaining because the Chicago, Milwaukee & St. Paul Railway Company failed to furnish cars for the shipment of hay and grain.

Soon after the receipt of these letters one of the Commissioners, on invitation of the complainants, visited all these localities and had interviews with the shippers and saw the situation these men were in, and from there went to the general office of this company in Milwaukee, to lay the complaints and the situation before them, in order to secure, if possible, enough cars to meet the wants of the complainants.

The Commission received assurance that efforts would at once be made to furnish cars, and for a few days there was a moderate supply, but some letters began to come in again stating that the situation was worse than ever. Again a member of the Board went along the line of the road and found a very distressing state of facts. Much property in hay and grain was liable to loss because of lack of adequate facilities for shipping, and again the managers of the road were importuned personally to furnish cars.

The following letter of January 20, 1888, four months after the date of the first complaint made by Tuttle Bros., shows the situation up to that date:

WHITTEMORE, IOWA, January 20, 1888.

W. W. AINSWORTH, Secretary Iowa State Railroad Commissioners, Des Moines:

DEAR SIR—The scarcity of cars for shipment of grain and hay still continues, and worse than at any time this fall. To show you that the situation is growing worse instead of better, as we have been promised, I will give you number cars furnished us here for hay:

During September we had for hay 35 cars; October 21, November 19, December 15, January to date, 4. It has now been nine days since we have had a car. There has not been an empty box car set out at this station for over two weeks. We have on hand now some three

hundred tons of hay, bought and stacked up this winter because we could not get transportation for it. This hay all has some snow in when brought in beside the snow during the blizzards has drifted in three to four feet on each side of stack, and the hay will certainly heat and spoil as soon as pressed unless it is pressed and shipped this winter while we can shake the most of dry snow out of it. Besides this, farmers have several hundred tons they are extremely anxious to market as fast as we can possibly get cars.

The indications are that we will not get more than a dozen to twenty cars before March last. We shall need at least sixty, and the loss to ourselves and farmers will be very great if they are not furnished. Anything you can do to help us out will be greatly appreciated.

Yours truly,

TUTTLE BROS.

On February 8, T. S. Seymour, of Milford, wrote a very full letter, setting forth the losses he was sustaining because he could not get cars to fill contracts for hay to eastern parties. His case was laid before the General Manager, Mr. Miller, and orders were made by him to send cars to Milford. On the 17th of February, Mr. Seymour writes again as follows:

MILFORD, DICKINSON COUNTY, IOWA, Feb. 17, 1888.

L. S. COFFIN, Des Moines, Iowa:

DEAR SIR—I received your letter of the 12th in reply to mine of the 8th; also, telegram later and letter and copy of yours to R. Miller, General Manager Chicago, Milwaukee & St. Paul Railway Company. You request me to keep you informed of the situation in view of the promise of the company officials to you, etc.

I will reply that when I wrote you I simply stated the facts as they then existed in relation to a scarcity of cars at this point and the inconvenience and loss to which we were subjected in consequence thereof. I had no idea of raising a breeze, but only wanted to be helped out by you if possible, failing to get any satisfaction from the railway officials. They promised you cars. They sent cars for a day or two, so that we got along very well; but now for two days there has not been an empty car set off here, though ten cars went by us yesterday morning to Okoboji for ice, and eleven went down yesterday afternoon loaded with ice. We are receiving hay on contract with farmers, which we must receive or go back on our contracts, and for want of storage room in the barns, which are full, are piling it on the ground.

I do not write this complainingly. That is of no use. I do not expect it will help matters in the least. We have got to wait the motion of the railway company, for, judging the future by the past, they will take our freight when they please, regardless of promises to the Railroad Commissioners or to us.

Some shippers hesitate to say anything for fear of being worse dealt with. I do not feel that any such hesitancy is of any use, for the company can hardly treat us any worse than it has.

The way matters stand we cannot fill our orders on time, if indeed we can before the demand for hay ceases. The grain shippers are in pretty much the same shape.

Very truly,

T. S. SEYMOUR.

COMPLAINTS AGAINST THE CHICAGO & NORTHWESTERN RAILWAY CO.

On November 12, 1887, E. A. Donohoe, of Havelock, wrote the following letter to the Commissioners:

HAVELOCK, IOWA, Nov. 12, 1888.

L. S. COFFIN, Fort Dodge, Iowa:

DEAR SIR—The railroad agent here is giving all the empty cars to one shipper, and ten or twelve other shippers order cars and cannot get them. Can a railroad discriminate against



shippers in that way? We would like to have you come up and see the state of affairs, for we will have to have your honorable Board investigate the matter soon. Something has got to be done or we are financially down. Farmers cannot pay their debts and everything is at a standstill. Please answer.

E. A. DONOHUE, and other shippers.

On receipt of this letter, and others of like nature from other stations, one of the Commissioners went over the line of this road and visited every station from which complaints came, and found good cause for complaint. Not more than one car was furnished to ten wanted. The management of the road (the Chicago & Northwestern) were seen and the wants of the shippers laid before them.

On November 19, Mr. S. Sanborn writes as follows:

CHICAGO, Nov. 19, 1888.

MR. L. S. COFFIN, Railroad Commissioner, State of Iowa, Des Moines:

DEAR SIR—I am in receipt of your favor referring to the want of cars at the different stations that we talked about yesterday when you were in my office. I will comply with your request, and have ordered the Superintendent of the Northern Iowa Division to give Havelock five more cars than he does the other stations for a few days.

Yours truly,

S. SANBORN, General Superintendent.

For awhile Havelock was furnished more liberally with cars, but not enough to meet the wants of the people, and later on the trouble grew worse, as is shown by the following letter of January 31st from Mr. Donohue:

HAVELOCK, IOWA, Jan. 31, 1888.

MR. COFFIN:

DEAR SIR—We are again in a bad fix about cars to ship our hay. We have lots of it piled out doors, and there is danger of losing it should it thaw or rain in February. I have been at Plover to-day on the Chicago, Rock Island & Pacific and ordered ten cars, and am going to haul hay from Havelock to Plover to ship it where we can get cars. We cannot get money to pay our bills and cannot collect from farmers as they cannot pay or get money unless the railroad company can furnish cars to move our produce.

This scarcity of cars means financial ruin to a good many men. I have bills due and cannot pay them because I cannot borrow money, as banks have got out all they care to have in this hay business until there is a show to move some of it. There are about 100 car loads piled in Havelock. We can load eight or ten cars per day for two months if we could get them. I hope you will take favorable notice of this and try and help us out. If we have to, can haul all our hay to Plover, but would be a big unnecessary expense.

Respectfully yours,

E. A. DONOHUE.

Complaints began to come in from November, 1887, very fast from nearly all along the lines of the Chicago & Northwestern Railway from Eagle Grove north and west, viz.: from E. P. Fuller, Humboldt, discrimination in furnishing cars; from the mayor and common council and forty two others of Holstien, by petition through R. H. Smith, attorney; A. B. Mason et al., Sac City; P. C. Carlson, Farnhemville; Frank W. West, Peterson; H. S. Sternburg, Plover, who while doing business at Plover, a

station on the [Chicago, Rock Island & Pacific, was also doing business on the Chicago & Northwestern. at a siding between Havelock and Rolfe; H. W. Wilcox, Havelock; Thomas & Collins, Havelock; Robt. Crylie, Glidden; citizens of Pierson, by W. W. Burgess and seventy-five others by petition and statement of grievances, copy of which is here inserted:

To the Railroad Commissioners of the State of Iowa:

We, the undersigned grain dealers of the town of Pierson, county of Woodbury, State of Iowa, do hereby petition you to compel the Chicago & Northwestern Railway Company to furnish cars for the immediate relief of ourselves and community, and that your honorable body may see our situation we will briefly enumerate our complaints.

They have allowed us to be without sufficient cars for the past fifteen weeks, and during the greater part of this time we have been compelled to totally suspend business.

By their neglect of duty it has compelled us to build temporary bins, to store grain in corn cribs, on the ground and in every conceivable place greatly to our loss and damage. It is injuring our credit and reputation by our not being able to fill orders given us for grain. It is causing us to remain under great expense without our being able to remunerate ourselves in our line of business.

By their repeated promises to furnish us with cars we have been encouraged to buy large quantities of grain on a close margin and are now compelled to suffer the decline of the market.

Farmers are being pushed by their creditors and in some cases causing a foreclosure of mortgage and this with a full granary.

And furthermore, since the 6th inst., they have discriminated against us by taking through our town from seventy-five to one hundred empty grain cars for the relief of Kingsley, a town seven miles west of us, though we were in as bad or worse condition than they, while during the same period we have received only five cars.

Respectfully submitted to your honorable body this 20th day of January, 1888.

W. W. BURGESS.  
VORHES BROS.  
H. KEENEY & SON.

We, the undersigned merchants and farmers of Pierson and vicinity, do heartily endorse the above.

(Here follows the name of seventy-six (76) persons.)

Citizens of Lake View; J. P. Armitage, Glidden; Anderson & Lindell, Stratford; Stone Bros., Burt; Citizens of Auburn; Henderson Bros., Gladbrook; C. D. Vorhes, Cushing; Cathcart Bros. and thirty others of Kingsley, by statement of grievances and petition for relief, which petition see below:

KINGSLEY, IOWA, December 15, 1888.

State Board of Railroad Commissioners, Des Moines, Iowa:

GENTLEMEN—We, the undersigned grain dealers and business men of this place feeling that we are not treated with fairness by the Chicago & Northwestern Railroad Company, would beg to make the following complaint:

The Chicago & Northwestern Railway Company seem to make little or no effort to furnish cars for moving grain, although our shippers ordered them. On account of failure of the Chicago & Northwestern Railway Company to furnish cars, business is almost at a standstill. There is now in store here, awaiting cars for shipment, more than 100,000 bushels of grain. Our dealers having their money invested in this grain are unable to continue business. We find that the dealers at Correctionville, a town thirteen miles east of us on the Chicago & Northwestern Railway, and Illinois Central Railway, have little or no difficulty in obtaining



cars for moving their grain, although they handle large quantities of it. The Correctionville shippers on the Chicago & Northwestern track are enabled to ship not only their loose grain but also to shell out and ship the crib corn, while the Chicago & Northwestern Company, having no competition here, will not furnish one-fourth enough cars to move loose grain. We consider we have cause for complaint and would respectfully ask an investigation by your Board.

(Signed)

CATHCART BROS. and thirty-eight others.

On visiting this latter place the Commissioners found three elevators full to their utmost capacity, and grain piled up in pens, and much of it exposed to storm. The owners of the elevators had dismissed the men employed about the elevators because of impossibility to do any business, for the reason that no cars would be had to load from the elevators, and of course no grain could be received.

Farmers were constantly coming in from ten to twenty miles with loads of grain, but were compelled to take it back home again or sell for less than it was worth. A statement made by Cathcart Bros. shows at a glance the financial distress caused. At date of visit, December 29, they had 93,000 bushels of grain waiting shipment. Had sold to parties in Illinois 74,000 bushels, but could not deliver, and contract was forfeited, with loss of five cents on the bushel. Had \$20,000 invested in grain, and were carrying it by paying heavy interest; had advanced \$6,000 to farmers for grain that could not be delivered, because of no place to store it. Cathcart Bros. were also doing a hardware business, and the Commissioners were shown notes from farmers of over \$8,000, past due, and could not be paid because the farmers could not deliver their crops.

On inspection of the records at the station it was found that during the months of September, October, November and December of 1887, there were loaded and sent from that station 155 cars, and in the corresponding months of 1886 257, making 102 cars less than furnished last year, while it was admitted by all that there were, at the lowest estimate, fifty per cent more crops to be moved.

Cathcart Bros. make the complaint of discrimination as well as of lack of cars, alleging that Correctionville was favored at the expense of Kingsley. The Commissioners could find no ground for this complaint, and in fact, on the 27th the complainants wrote the Commissioners that they were misinformed as to the facts, and that Correctionville had not been furnished more cars than Kingsley.

On March 27, 1888, the following telegram was received at this office:

*Railroad Commissioners, Des Moines, Iowa:*

Northwestern Company to-day ordered east and hauled away empty box cars, while there are orders here for twice as many daily as they furnish.

CATHCART BROS.

Thus it seems up to the last of March there continued to be more or less of a scarcity of cars.

On January 19th, W. W. Burgess writes the Commissioners as follows:

PIERSON, IOWA, January 19, 1888.

MR. L. S. COFFIN:

DEAR SIR—I, this day make complaint to you against the Northwestern Railway Company for immediate relief to move my grain by compelling the railway company to give us some cars. Mr. Hughes, the Superintendent, at Eagle Grove, has, time after time, promised us cars, but they do not come, and we have been blocked, with everything full fifteen weeks, very few cars since that time. I have had two cars since December 27, 1887. I have thousands of bushels of shelled corn piled up in pens outside the elevator. The farmers are getting desperate. Their creditors are pushing them by commencing suits. They come and beg us to take their grain and advance them money. I have helped them until I can do no more. I am now overdrawn on my commission house, M. D. Stevens & Co., Chicago, nearly \$10,000. They are urging me to get the grain forwarded. It must go. They have stayed by me manfully and patiently, but there is a limit to everything. Please do something for thus. Come here and see for yourself if you possibly can.

Respectfully,

W. W. BURGESS.

This letter was followed by others every few days complaining of lack of cars up to March 14th, when the following was received:

PIERSON, IOWA, March 14, 1888.

To the Honorable Board of Railroad Commissioners:

GENTLEMEN—I was in hopes I would not have to trouble you again in regard to cars. When you wrote Mr. Whitman, of Chicago, last week, they set in 18 cars, they gave nine of them the next day, one to-day, and with three to four car loads coming in, it does not give me any chance to get off my grain that I have been obliged to hold for want of cars until the interest has more than used up all profits. I want five cars per day until I get my grain out.

Very respectfully,

W. W. BURGESS.

On March 10th the following letter was sent to General Manager Whitman:

DES MOINES, IOWA, March 10, 1888.

J. M. WHITMAN, General Manager Chicago & Northwestern Railway Co., Chicago, Ill.:

DEAR SIR—We send you copy of another letter from Mr. Burgess, of Pierson. Mr. Coffin wrote you yesterday and called your attention to the fact that the farmers who traded at Pierson were anxious to get their crops marketed before bad roads and spring work come on. We would again emphasize this point.

We enclose also copy of a joint resolution passed by the General Assembly. Under the instructions of that resolution this Board demands that the Chicago & Northwestern Railway Company furnish to Mr. Burgess and other shippers at Pierson "sufficient cars to relieve the present urgent demand therefor."

Please advise this Board by telegram whether you comply with this order. By order of the Board.

Respectfully,

W. W. AINSWORTH, Secretary.



Copy of resolution passed by the Twenty-second General Assembly:

WHEREAS, Great inconvenience, expense, loss and distress now exist in Northwestern Iowa by reason of the failure and refusal of the railroad companies to furnish at all shipping points in the northwestern part of the State, cars sufficient and necessary to transport to market the products of the country now awaiting shipment; therefore,

Be it resolved, That the Railroad Commissioners of Iowa are hereby requested to immediately demand of all railroad companies operating roads in Northwestern Iowa, to at once and without delay furnish sufficient cars to relieve the present urgent demand therefor, and in case of non-compliance that the Commissioners cause suit to be brought for such discrimination and failure to furnish cars.

February 1, 1888.

To this letter no reply was made.

On the 26th of January, 1888, Hon. D. Nicoll, member of the General Assembly, brought into this office the following petition, sent to him by citizens of Galva and vicinity:

GALVA, IOWA, January 23, 1888.

HON. D. NICOLL, *Des Moines, Iowa*:

We, the undersigned, respectfully request that you give us relief from the present state of affairs that the Chicago & Northwestern Railroad has placed us in. There has been an insufficient amount of empty cars for the people to use in shipping out their grain for the last four months, causing great hardships not only among farmers who have notes and bills to pay but among merchants and business men. To-day there is not a single elevator running in Ida county.

Hoping you will assist us as you think best, we remain,  
Yours truly,

W. E. BUTLER,  
And 53 others.

On the 25th of January, Hon. Mr. Fillmore, Representative from Clay county, made to the Board a statement which brought the following correspondence between Mr. Hughitt and the Board, and which correspondence shows the nature of the complaint of the people of Peterson:

DES MOINES, IOWA, January 25, 1888.

MARVIN HUGHITT, Esq., *President Chicago & Northwestern Railway Co., Chicago, Ill.*:

DEAR SIR—Hon. Mr. Fillmore, of Peterson, member of the House from Clay county, has just been in this office showing letters from numerous persons and shippers of Peterson and vicinity, urging and requesting him to see the Railroad Commission and lay before them the distress that prevails in that county because of the lack of cars to send away the products. He reports that every available place in town is filled with grain; even the new wagon boxes which the dealers have for sale are filled. That for the past two months farmers have been compelled to haul their grain back home because the buyers have no place to store it. That because of this inability to sell the products of the farm, because the railroads do not furnish cars to take it away, they are unable to pay their debts and are being sued. That the merchants of the town have been carrying these farmers until they are

on the verge of bankruptcy. That these elevator men and grain buyers have exhausted their credit with their commission men in Chicago and elsewhere. That this state of things has become well-nigh unbearable, and that the people are becoming so exasperated that threats are made against the property of the railroad company, and serious fears are entertained that there may be an outbreak of the public peace.

A very urgent letter was sent yesterday from a member of this Board to Mr. Whitman, your General Manager, stating some facts of like nature as the above at other stations on another line of your road, and he was most earnestly requested to send immediate relief.

The distress at Peterson is only a fair sample of scores of other stations in Northwestern Iowa along the lines of your road. This distress can only be fully appreciated by a personal investigation, as has been made by this Board.

As yet the Commission has not had placed before it a single valid excuse why cars are not furnished to reasonably meet the wants of the traffic. As was shown to Mr. Whitman, at one station—Kingsley—the records show that during the months of September, October, November and December of 1886, there were 102 more cars given to that station than in the corresponding months of 1887, and that, too, when it was apparent to the most casual observer that the amount of crops to be moved this last year would be far in excess of 1886. This is a fact, and admits of scarcely any explanation.

We must insist that cars be furnished to these stations to reasonably meet the wants of the communities served there, or such reasons for not furnishing them be presented as will excuse this company from performing its duties under the law.

By order of the Board.

Very respectfully yours,

W. W. AINSWORTH, *Secretary*.

CHICAGO, January 26, 1888.

W. W. AINSWORTH, *Secretary Railroad Commission, Des Moines, Iowa*:

DEAR SIR—I am in receipt of your letter of the 25th inst., concerning complaints of shippers at Peterson and other stations along the company's lines in Iowa with respect to the inadequate supply of cars for the transportation of grain to market. Ever since the season for the movement of last year's crops began, the company has exerted itself to its utmost to meet the emergency with equal fairness in all directions. All available means were utilized in order to make as much progress as possible before the closing in of winter. We were, however, overtaken by the severe weather of the past month, and the frequent recurrence of violent storms during that period has seriously interrupted operations of the road. Neither labor nor expense have been spared to overcome obstacles, and these, it must be manifest to all, have been unusually great the present season. One storm has followed another in such quick succession that it has been impossible to keep the road open for any length of time and the extreme low temperature prevailing almost constantly throughout the month has at times had the effect of temporarily paralyzing our efforts to clear the track of snow.

We appreciate fully the importance of affording the relief asked for, and if we can, have a period of fair weather and reasonable temperature we shall soon be able to do so.



In order also that we may be the better prepared to meet the requirements of shippers under adverse conditions, we are, at considerable expense, adding greatly to our rolling stock. Orders have been given for a large number of cars and locomotives to be delivered in time for the movement of next year's crops. We feel confident that when this additional equipment is received and distributed over our lines we shall be in a better position to meet the embarrassments resulting from snow storms whereby cars are often blockaded at remote points for long periods of time. We hope by this means to be able to render absolutely satisfactory service so far as mechanical facilities for transportation are concerned.

Very respectfully,

M. HUGHITT,

President Chicago & Northwestern Railway Co.

W. E. Jordan of Bancroft, writes under date of December 31st to the Board as follows:

BANCROFT, IOWA, December 31, 1887.

L. S. COFFIN, Railroad Commissioner:

MY DEAR SIR—In your favor of December 17th, you ask me to report from time to time how I am getting along in the way of getting cars. I am sorry to say we are making but very little progress. The scarcity becomes greater and greater. We have not had a car at this station for the last eight days, until last eve, when there was three little ones left, to be divided among six or eight shippers. We have over 100 cars of hay and grain stored here awaiting cars for shipment. The hay shippers have begun to haul their hay to Algona and shipping it on the Chicago, Milwaukee & St. Paul; they can get all the cars they want on that road.

To show you that the railroad company is discriminating against this town in favor of Algona, a competing point. When the hay men were in Algona the other day they thought they would ask for cars on the Northwestern and see if they could get any there. The agent told them they could get all the cars they wanted. They also said there were nine cars in the Northwestern yards; five of them had been standing 24 hours and nothing in them, while we here were praying for cars every day, and would have been glad to have loaded twice that many in one day. The company deny this, but nevertheless it is a fact (that they discriminate, I mean). There must something be done. We have got to have relief. The company will either have to furnish us transportation or indemnify us in some way for the losses we have sustained. There is a part of the shippers that are determined to commence action against the company, but I have been holding off, saying I would rather suffer loss than go to law with them.

This is a great detriment to the town. We are losing a large amount of business that would come here if we were in shape to receive it. Our presses are all idle. Our barns are all full, besides a large amount of pressed hay being piled out-doors. Our elevators and warehouses are all full, besides large granaries we built extra to hold grain that was marketed here. I wish some of your Commissioners could visit us and get a better idea of the situation. Trusting you will do all you can for us, I am,

Very respectfully,

(Signed)

W. E. JORDAN.

To this Mr. Hughes, Superintendent of the Eagle Grove Division, made answer as follows:

EAGLE GROVE, IOWA, January 17, 1888.

HON. L. S. COFFIN, Railroad Commissioner, Ft. Dodge, Iowa:

DEAR SIR—I found yours of the 7th inst. enclosing letter from Mr. W. E. Jordan of Bancroft, Iowa, on my return from Chicago on the 11th. Since that time I have been busily engaged in clearing the road after the recent snow blockade.

There was a material improvement in the situation, with reference to the supply of cars for grain and hay, up to the recent snow storm. Since that time we have been unable to move any, as we have a large accumulation of coal on our hands for Iowa and Dakota points. Of course you understand the necessity of moving fuel, at such a time as this, in preference to anything else.

In relation to the complaint of discrimination made by Mr. Jordan will say, that the haymen from Bancroft who say they visited Algona and were told by our agent that they could get all the cars they wanted, and also that there were nine cars in our yard at that time, five of which had been standing 24 hours and nothing in them, are certainly mistaken. Our agent says that he never made any such statement to any one; neither has there been that number of empties standing in the yard at any time this winter, and further that no empty box-cars have been standing on the track there even six hours.

Bancroft loaded during the three months ending January 15th, 181 cars of grain and hay, Algona loaded during the same period 112 cars. This goes to show that the discrimination, if any, has been in favor of Bancroft. Mr. Jordan has had six cars since December 31st, which is more than any other shipper at that station has had, not excepting the shippers who have had hay out of doors. I am told that he has no hay, and only from seven to eight thousand bushels of grain on hand. I will say for your information that all the hay that was piled out of doors has been cleared up, the last of it was loaded yesterday.

In relation to Kingsley, I will say that we gave that station 48 cars on the 9th, 10th and 11th, inst. Since that time we have been unable to take any on that line on account of snow storms and blockades. I will see that they get the desired relief in accordance with your wishes.

Yours truly,

H. M. HUGHES, Sup't.

Mr. Jordan replied as follows:

BANCROFT, IOWA, January 30, 1888.

W. W. AINSWORTH, Secretary Board Railroad Commission, Des Moines, Iowa:

DEAR SIR—On my return from Chicago on a two weeks trip, I found your favor of January 19th, with copy of H. M. Hughes' letter. You ask if I have any further statement to make in this case. I wish to say first that what I said in former letter is true as to the condition of things to-day, except that what hay was out doors has been taken in, as I see Mr. Hughes tell. Mr. Hughes intimates in his letter that I have misrepresented the case to you. I never claimed that I had any hay suffering, or that I had any hay at all, for I do not handle it. I simply stated the situation as it then existed with our hay shippers. Mr. H. says he understands I only have seven or eight thousand bushels of grain on hand. I do not know where he gets his authority for this statement. The last statement I made to his agent at this station, about January 1st, was about 27,000 bushels, and I can assure you that it has not diminished any since.

In regard to the discrimination between Algona and Bancroft Mr. H. gives the figures as to the number of cars loaded at the two points, and says Bancroft loaded 181 cars against Algona's 112, and in that case the discrimination would be in favor of Bancroft. This cuts no figure whatever. I claim if Bancroft buys double the amount of produce of that of Algona, she is entitled to double the amount of cars. I venture the assertion that Bancroft has four times the amount of hay and grain on hand to-day than Algona has. Why is this I leave you to answer.

Mr. Hughes denies having the cars standing in their yards at Algona twenty-four hours without being loaded and says there never was an empty car stood there over six hours without being loaded. In answer to this I wish to say that I can give you the names of two or three good reliable men, who will, if necessary, make oath that there were five cars that not only stood twenty-four hours but stood three days without being loaded. I am not in the habit of making statements regardless of truth and veracity and do not care to be rated in that line. Our station is worse now than ever before. During the recent snow blockades



the railway company was of course, unable to move any cars, while we occasionally got a fair day and then we would get very heavy receipts of grain, until we have exhausted all the available room for grain and now we are unable to buy anything. We have large sums of money advanced on grain in the country and the farmers want to deliver it before the roads break up in the spring, and many of them could not more than get their grain hauled were they to haul every day from now until that time, and if we do not get cars so as we can receive the grain, you can readily see what will be the result. In the first place it would be impossible to haul any grain in the spring for the bad condition of our roads in this new country, and in the second place the farmers will not have the time. Farmers living in reach of another railroad will of course try and get rid of their stuff and we will be the losers.

I would be very much pleased to have one of your Commission visit us and get a better idea of the situation as it now exists.

Trusting that you can come and see us, and that every effort will be put forth for the best interests of the people, I am very truly yours,

W. E. JORDAN.

#### COMPLAINTS AGAINST THE CHICAGO, ROCK ISLAND & PACIFIC BECAUSE OF FAILURE TO FURNISH CARS.

On the 19th of January, Mr. H. W. Hanna, of Audubon, sent Governor Larrabee the following communication, which was referred by him to the Railroad Commissioners:

AUDUBON, IOWA, January 19, 1888.

HON. WILLIAM LARRABEE, *Des Moines, Iowa*:

The people of this town and county are suffering for want of fuel (coal). Our dealers complain that the Chicago, Rock Island & Pacific Railway Company will not furnish cars for its transportation. The company says they have not got the flats for coal. We are in such a condition that 500 tons would be taken within twenty-four hours. Now we know the company has any amount of box and stock cars standing at their different stations that just at this time are not being used for grain or stock and they could be used for coal. The only inconvenience is in loading and unloading. Several families here in town have been out for days and the people in the country are in the same condition. Many have been compelled to burn thirty-five cent corn, which they can ill afford, for it will be but a short time until the corn will be gone and then they will be without feed for their stock or fuel for themselves.

Is it not possible that something can be done and that at once to relieve this people from this famine. I think if the Superintendent of Chicago, Rock Island & Pacific Railway Company could be seen and the condition explained to him that he would at once take steps to relieve us. One car load a day has been all that has been received here to supply this town of 1,500 people, and the country for eight miles around, whereas ten cars a day for the next week would not more than supply the demand.

Yours,

H. W. HANNA.

The complaint was referred by the Board to Mr. John Givin, Superintendent of the Iowa lines, to which he replied as follows:

DES MOINES, IOWA, January 23, 1888.

W. W. AINSWORTH, *Secretary Iowa Board of Railroad Commissioners, Des Moines, Iowa*:

DEAR SIR—Yours of this date with enclosure of 19th from Mr. H. W. Hanna, endorsed by Governor Larrabee, 21st, at hand.

As Mr. Hanna does not state the mines at which the cars were supposed to be short, I can-

not give you a definite reply to the complaint. The intimation that we have any amount of cars standing idle is not warranted by facts.

In general terms, we have been doing the best possible to supply coal mines with coal cars, and with box cars so far as it could be done without detriment to shippers in other lines.

The recent blizzard brought a very largely increased coal demand, while the snow storm, at the same time, had the opposite effect of badly retarding movement.

For the past two weeks it has been difficult to get coal to supply our own engines, we having for some weeks previous, drawn largely from our stock and taken daily from mines, only, or less than enough to supply current use, in order to assist mines in supplying other demands with the remainder of their output, which seems to be decreasing.

Consideration should be given to the fact that as a rule dealers at country stations do not lay in a sufficient stock in fall or early winter when they could easily do so. Farmers, to a large extent, omit the same wise precautions, so that every winter when any cold snap comes, the latter find themselves unprovided, and the dealers with stock too light to meet such emergency, and then all look to us to give them instant supply in any quantity, however large, whether possible or impossible.

When we set empty coal cars at mines we cannot dictate to mining companies as to what dealer or station they shall sell and send their loads, hence any station may occasionally be short by mines sending their coal elsewhere.

I find that Des Moines mines, situated on this road, sent out last week to points on this (Iowa) division, west of here, about one hundred and fifty cars, of which nine cars went to Audubon; that nine cars only were shipped to Audubon can hardly be blamed upon us.

Our cars are handled expeditiously, and we shall supply the ordinary demands of all mines and to the best of our ability their extraordinary demands.

Very truly,

J. GIVIN, *Superintendent*.

Complaint from lack of cars was made by L. Brodsky, of Plover, as follows:

PLOVER, IOWA, December 29, 1887.

We, the undersigned persons in the employ of Mr. L. Brodsky for some time will say that December we loaded cars as follows, with hay for Mr. Brodsky: December 1st, No. 2295; December 6th, No. 1094; December 13th, No. 4716; December 23d, No. 1010. Since December 13th, we have not put in one dollar's worth of time. We are now idle on account of the neglect of the railroad company to furnish cars to transport hay from here.

JAMES KINGLAN.

HARLEY E. SMITH.

PLOVER, IOWA, December 29, 1887.

L. S. COFFIN:

We, the undersigned shippers of hay from Plover station, acknowledge that Mr. L. Brodsky cannot press upon you too strongly the necessity of having cars provided for the transportation of hay from this station.

H. A. HESS.

R. B. LETHIAN.

W. A. GROVE.

J. A. CAMPBELL.

C. A. CHARTTON.

Garlock Bros. and Pease Bros., of Gilmore City, on the D. V. Division of the Chicago, Rock Island & Pacific, commenced making complaints to this Board because of lack of cars in December, and have written every few days since, up to the middle of March. These parties had large quantities



of hay which had been sold to localities in this State where the crop last year was cut off by dry weather. Every effort was made to secure cars for them, but up to the middle of March they claim they have never had all they needed. Since then we have no complaints.

The two letters below are samples of a dozen others:

GILMORE CITY, IOWA, January 11, 1888.

L. S. COFFIN:

DEAR SIR—Cars still scarce. Can load three where we get one. Can anything be done to get cars? Telegrams continually begging for hay. Farmers here cursing the railroad men because they cannot sell their hay. This is bad on us, bad on the farmers here that want to sell their hay, and hard on the parties needing the hay. This hay will not be wanted next summer; it must go into market soon or not at all. Try and be a friend to the farmers this time, though many think you fall on that point; though your record will have to be proof.

(Signed)

W. E. GARLOCK.

GILMORE CITY, IOWA, February 1, 1888.

L. S. COFFIN, Railroad Commissioner, Des Moines, Iowa:

DEAR SIR—Can you do anything for us here at Gilmore in regard to cars? We have corn and hay in bad condition, and can't get cars. Please try and have railroad company help us out.

PEASE BROS.

#### COMPLAINTS AGAINST THE DES MOINES & NORTHWESTERN RAILROAD.

On January 20, Hon. E. L. Hobbs, member of the House from Calhoun county, brought into this office a letter from Mr. A. Risley, of Rockwell City, which is given below and is a fair sample of complaints from other parties against the same road, viz.: James G. Palmer, Wm. Vosburgh et al, citizens of Twin Lakes; F. Swingle, of Fonda; citizens of Churdan, and W. H. Shaw, of Monroe. These all wanted cars, as the following letter shows:

ROCKWELL CITY, IOWA, January 18, 1888.

HON. E. L. HOBBS:

DEAR SIR—I write to request you to see the Railroad Commissioners in regard to getting cars to move our produce. You are aware I am in the hay business, and have only shipped six cars since the 15th of December. I have several thousand dollars invested now in hay, and have orders from all over the State for hay, which I could fill if the railroad company would give me the cars. I had to stop buying on account of not being able to ship, and you being a farmer, are aware of the fact that if hay is not got out in cold weather, when it is dry, that the price will be greatly reduced; in fact, when spring opens and rain comes there will be fully one-half of the hay in this county a total loss. Farmers are at me every day to buy their hay; they need every dollar that can be raised, and it is really too bad when the farmers have something to turn off to pay their honest debts with, after helping to build the road, that they cannot do so. You know the circumstances of the farmers of this county as well as I do; also, you are aware this is the first year they have had a chance to get from under the bondage of two per cent a month, if they can get their produce into market, in the last six years. I can say of a truth, if we do not get cars I will be a heavy loser, and not only me but all my neighbors. The loss to this county will run up into thousands of dollars.

You are acquainted with Mr. Coffin; please make a point to see him at once. If he is not in Des Moines, stir up the others. Get the cars in, and you will not only do me a favor but

every farmer in Calhoun county. I have an old friend, Mr. John Calvin, from Buchanan county; call on him and get what assistance he can render you.

Please attend to this matter at once and inform me of your success, and you will confer an everlasting favor.

Very truly,

A. RISLEY.

#### COMPLAINTS AGAINST THE ILLINOIS CENTRAL RAILROAD.

Commencing October 3, 1887, the following complaints from lack of cars were made against the Illinois Central Railroad:

By M. F. Smiley, of Storm Lake; M. Y. Ames, of Marcus; W. F. Hukill, of Fonda; citizens of Newell; P. H. Fockler, of Independence, whose letter see below; citizens of Fonda; M. M. Dayton, of Cedar Falls, and Felix Oneal, J. C. S. Green and 41 others, of Aurelia, whose petition and statement follow, as well as that of Fockler, of Independence:

INDEPENDENCE, IOWA, February 23, 1888.

MR. W. W. AINSWORTH, Des Moines, Iowa:

DEAR SIR—In reply to yours of the 22d. I reside at Independence. I went to Fonda about the first of January, being short of hay; bought ten loads. Have just got one load home, in all this time.

Now Mr. Gilles' statement is not correct. I went back to Fonda on the 10th of this month. Stopped at Fort Dodge and saw Mr. Detrick, the train dispatcher, and Mr. Gilles. Told them I was out of hay and it was hard to let the stock suffer, and if I could not get any hay over their road I should have to go and get some on some other road. Mr. Gilles said he would send me a car that night to Fonda and order it loaded with Independence hay for me. The car hasn't come yet. I was at Fonda on the 11th and could not get a car for love nor money, and the agent could not give me any satisfaction when I could get one. I wrote to G. W. Nix, being acquainted with him; he never answered my letter. I had the agent wire them at Fort Dodge; could get no answer, neither could I get any satisfaction from any of them. Now this is the straight of it.

Yours very respectfully,

P. H. FOCKLER.

AURELIA, IOWA, December 21, 1887.

To the Honorable Board of Railroad Commissioners, State of Iowa:

We, the undersigned, grain dealers, merchants and farmers of above place, would respectfully petition your honorable Board to cause the Illinois Central Railroad Company to furnish the grain dealers with empty cars at above station, whereby said dealers can ship out the accumulation of grain and other stuff which they buy.

The above dealers in grain have repeatedly placed orders for cars with said railroad company, and said company have passed by such orders and failed to furnish the number of extra cars sufficient for demands of commerce at this place, thereby causing great inconvenience to shippers and farmers as well as actual loss of money to all of your petitioners. The said railroad company still refuses to leave sufficient empty cars here, and that said railroad company have done this for the last three months.

If your honorable Board has any power in your hands whereby you can compel said company to furnish us cars, come to our assistance at once. The railroad company will say they have done the best they can, but we know they have taken large numbers of empties past this station to competing points and allowed them to be loaded on track, leaving this station without cars to move any produce.

FELIX ONEAL,  
J. C. S. GREEN,  
And 40 others.



There is one complaint made against the Burlington, Cedar Rapids & Northern Railway, by F. M. Butts of Wesley.

This case was rather peculiar, as the following correspondence will fully show. Although Mr. Butts was not on the road complained of, yet Mr. Ives, the President and General Manager of the company, at once met the wants of complainant.

WESLEY, IOWA, November 19, 1887.

Honorable Board of Railroad Commissioners, Des Moines, Iowa:

Some time since, about four weeks ago, I took a trip to What Cheer, Iowa, in the interest of my coal trade, and was to some expense, both of time and money, and had arranged so as to have my wants supplied with reasonable dispatch, and was well pleased with my trip. Now, after getting three or four cars of coal, this is what the coal company sends me. I enclose their letter, which please return with your answer.

Respectfully,

(Signed,)

F. M. BUTTS.

Copy of enclosure.

WHAT CHEER, IOWA, November 17, 1887.

F. M. BUTTS, Esq., Wesley, Iowa:

DEAR SIR—We have your esteemed favor of the 16th inst. In reply would say it is impossible to reach you unless Milwaukee cars can be had. Burlington, Cedar Rapids & Northern have refused to let their cars to Milwaukee points.

Yours very truly,

(Signed,)

W. J. SCULLY, General Manager.

CEDAR RAPIDS, IOWA, November 25, 1887.

HON. L. S. COFFIN, Railroad Commissioner, Des Moines, Iowa:

DEAR SIR—In reply to yours of 23d, in regard to cars for coal for F. M. Butts, Wesley, Iowa. I would say, that until the last very few days we have not been able to furnish cars for our own points, which we feel in duty bound to look after first. But I think we can now furnish a few cars for Mr. Butts, and have so directed.

Yours truly,

C. J. IVES, President B., C. R. & N.

#### COMPLAINTS AGAINST THE MINNEAPOLIS & ST. LOUIS.

J. E. O. Bennett, of Britt. His complaint was laid before General Manager Truesdale. The correspondence below shows the complaint, the reply and the result.

BRITT, IOWA, October 29, 1887.

To the Honorable Board of Railroad Commissioners, Des Moines, Iowa:

GENTLEMEN—I am having some trouble to get cars to ship to various points via the Minneapolis & St. Louis Railroad Company. They give rates, but are unable to furnish the cars to ship in, and it is making delay in shipping. I at present want Chicago & Northwestern cars, as they claim I will have to load them to reach points I wish to ship to, but they are unable to furnish them. They, that is, the agent, claim to have been ordering Chicago & Northwestern cars for the last twenty days, and have not been able to get any as yet. Can you help us out, for I am not alone in this want of cars. Should be pleased to hear from you soon on this subject.

J. E. O. BENNETT.

Reply of Mr. Truesdale.

MINNEAPOLIS, MINN., November 1, 1887.

L. S. COFFIN, Esq., Railroad Commissioner, Des Moines, Iowa:

DEAR SIR—Answering yours of the 1st inst., enclosing copy of letter from Mr. Bennett of Britt, would say that we are doing our "level best" to fill all orders for cars at points on our line in Iowa. We are doing fairly well, so far as orders for shipments to points on our lines or those of our immediate connections, but we cannot undertake to furnish our own cars to go to points on all other lines of road with whom we may have arrangements to quote through rates.

Since I have been connected with this company I have never known the time when our shippers all seemed to want as many cars at once as they do this fall. We have to divide up what we have to make them go around and serve them all to some extent.

At the beginning of this great movement business we had some 500 cars off the line of our road, and we have been endeavoring ever since to get them home, but so far have not been able to reduce the number below 400, and it is for this reason we are not furnishing our cars to load to points on other lines of road as freely as we might under other circumstances.

We now have a prospect of getting some Chicago & Northwestern cars to fill the orders at Britt and one or two other points in Iowa, and as soon as they are received we will rush them forward without delay.

Yours truly,

W. H. TRUESDALE.

Letter from Mr. Bennett.

BRITT, IOWA, November 15, 1887.

L. S. COFFIN, Esq., Des Moines, Iowa:

DEAR SIR—I understand you were in Britt the 14th. I should have been pleased to have seen you. I also understand you thought my complaint in regard to cars was against the Chicago, Milwaukee & St. Paul Railroad, but such is not the case, for they have strained every nerve to supply the wants of the public with their own and foreign cars, but the Minneapolis & St. Louis would hold their own empties and say they should not let them off their own lines of road, therefore compelling a shipper to ship where they would get the most haul out of it. If they are going to give billing rates through to intermediate points they should be willing to let their own cars go when they cannot supply the demand.

But I now understand the rush is past, and they intend to keep us supplied. Thanking you for your kindness and promptness, I am,

Respectfully yours,

J. E. O. BENNETT.

Complaint of W. Bacon of Greenfield, Iowa, against the Chicago, Burlington & Quincy Railroad.

Complaint sent to Superintendent Brown, who promptly replied, promising to furnish cars.

GREENFIELD, IOWA, March 12, 1888.

L. S. COFFIN, Railroad Commissioner:

DEAR SIR—The Chicago, Burlington & Quincy Railroad agent at Greenfield says his orders are to supply the elevator men with cars, and if there were any to spare let me have them. It is just this way with me. I have considerable hay that I want to ship and I want cars which they, through some cause, refuse to furnish. I am a hay dealer and have been a patron of the Q. line for some time, and don't owe them a dollar. I understand the Interstate Commerce Law is for the protection of all; not just those who own elevators on their lines. I make known my grievances to you and earnestly ask you to aid me if you can, as I



have considerable hay that is ready for shipment, and if the weather is unfavorable I am likely to lose considerable money. I don't see where there is any reasonable excuse, as I know there are hundreds of empty cars standing along their line to-day that are not in use. I again earnestly ask you to inquire into this case of mine. For reference ask C. B. Hunt, ex-Senator of Greenfield. Hoping to hear from you at an early date, I am,

Yours respectfully,

WM. BACON.

P. S. This was just about the same before the strike in getting cars. The agent here at Greenfield says he is acting under orders from Mr. Davenport.

BURLINGTON, March 14, 1888.

L. S. COFFIN, Esq., *Railroad Commissioner, Des Moines, Iowa:*

DEAR SIR—I am in receipt of yours of 15th inst. enclosing copy of letter from Mr. W. Bacon of Greenfield, Iowa. In reply would say that I have instructed our agent at Greenfield to see that Mr. Bacon gets cars to load his hay, and I have written to Mr. Bacon. I thank you for having called my attention to this matter, and beg to assure you that complaints of this kind will always have prompt attention.

Yours truly,

W. C. BROWN, *Sup't.*

Here are twenty-four cases of formal complaint against the Chicago & Northwestern Railway; twelve cases against the Chicago, Milwaukee & St. Paul Railway; eight against the Illinois Central Railroad; eight against the Des Moines & Northwestern; five against the Chicago, Rock Island & Pacific; one against the Chicago, Burlington & Quincy; one against the Burlington, Cedar Rapids & Northern; and one against the Minneapolis & St. Louis. Making in all sixty specific cases, while at the same time several of them, such as that of Kingsley, Aurelia, Fonda, Pierson, Galva, Newell, etc., are in the forms of petitions, signed in the aggregate by several hundred complainants. Besides these there have been verbal complaints made to the Commissioners in person while they have been at stations where the distress was, when investigating the charges. That the distress has been widespread and well nigh universal through the northwestern part of the State and the losses great there can be no question.

The Commissioners have up to the present time had no satisfactory explanation made to them by the railway companies for so great a lack of cars as has been experienced.

It is justly claimed that the crops in that part of the State were exceptionally good and an unprecedented amount of hay was put up for shipment to meet the demand from other localities where the drouth had shortened or cut off this crop. The failure of the crops on some parts of the line made a less demand for cars than ordinary years when the crops are good generally. The peculiar fact remains that at some of the very stations where the greatest distress occurred from lack of cars the station records show that there were not as many cars furnished during the fall and early winter months as in the corresponding months of the previous year, and this, too, when it was plainly evident in the very earliest harvest that there was to be a very great increase in the crops of 1887 over those of 1886, and consequently a larger supply of cars should have been provided, but at

Kingsley there were 102 cars less furnished to shippers in the fall of 1887 than in the corresponding time in 1886, and this is true of many other stations, and when it is taken into consideration that the railway companies have the best possible means of arriving at a very close estimate of what the prospective wants of each station will be, for each station agent is or can be used as a crop reporter and news gatherer, the neglect of their duty as common carriers is more apparent.

It is true as was alleged by the railways that in the months of January the severe weather and snow rendered it almost impossible for some weeks to move trains, but the fact that the complaints of lack of cars commenced back in September and that for four months there was the best kind of weather, remains. It is also true that after the managers of the roads complained of had been urged by the Commissioners to furnish cars for hay, that a great many of these loaded with hay were kept standing on side tracks in eastern cities because there was no storage room for hay, yet this does not explain fully the cause of complaint.

We think it must be admitted by the railway companies that there has been a failure to provide rolling stock and motive power in a proper ratio to the increased mileage of their lines. A large per cent increase of mileage beyond the present western termini of the roads, whose eastern terminus at Chicago, the great central market, necessitates a much greater per cent increase of rolling stock. In a comparatively new country like Iowa the business of a road is constantly increasing as a rule, even if no extensions are made and there must of necessity be an increase of rolling stock to meet the growing demands on its old lines, but when it pushes new lines into the regions beyond, it takes longer time to move car-loads to the great converging centers, the absolute necessity for more cars to take the same number of car-loads from these more distant points to this same market becomes evident. While it is not to be expected that transportation companies should be able at all times on short notice to meet extraordinary demands upon them, still with the short crops in the larger part of this State and in Illinois and Wisconsin through which the lines most complained of run, we cannot see that, taking the whole lines into consideration, it can be rightfully claimed that this last fall and winter have been so exceptional as to enable the railroad companies to claim that there has been any very extraordinary demand upon them, such as would excuse them from meeting the wants of the shippers in a reasonable degree. That they have not done so we must conclude. This failure to meet the demands of the patrons of the roads has resulted in great loss in the aggregate to hundreds of the citizens of our State, and some protection against such loss and suffering in the future should be provided.

The Commissioners have done everything in their power to secure to the shippers the cars needed.

It seems to them that all the losses occasioned by the failure to furnish adequate transportation should not be borne by the producer and shipper,



that the carrier who undertakes to provide the necessary facilities should be held to a strict account for failures that reasonable foresight could have guarded against.

*Des Moines, Iowa, March 31, 1888.*

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## APPENDIX B.

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### DIGEST OF JUDICIAL DECISIONS.

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## DIGEST OF JUDICIAL DECISIONS.

### DECISIONS OF THE SUPREME COURT OF IOWA RELATING TO RAILROADS SINCE THE DATE OF THE COMMISSIONER'S REPORT FOR 1886.

#### CASES REPORTED.

- Aiken v. C., B. & Q. Ry. Co., 68 Iowa, 363.  
Armll, Admr. v. C., B. & Q. Ry. Co., 30 N. W. Reporter, 42.  
Brenlener v. C., M. & St. P. Ry. Co., 68 Iowa, 539.  
Bunt v. Carpenter, 68 Iowa, 265.  
Bushnell v. C. & N. W. Ry. Co., 69 Iowa, 420.  
Brown v. C., R. I. & P. Ry. Co., 69 Iowa, 161.  
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 Wood v. C., M. & St. P. R'y Co., 68 Iowa, 491.  
 Warden, Admr., v. H. & S. R'y Co., 33 N. W. Reporter, 629.  
 Walker v. C., R. I. & P. R'y Co., 33 N. W. Reporter, 224.  
 Wallemeyer v. W., I. & N. R'y Co., 23 N. W. Reporter, 140.

#### EMINENT DOMAIN.

Where commissioners, who, under summons of the sheriff, had assessed plaintiff's damages on account of land taken for railroad purposes, showed by their answer to a writ of *certiorari* that they had kept within their lawful sphere, and proceeded regularly, so far as they were concerned, *held* that the answer was sufficient, and that the question whether the company had a right to condemn the land for the purposes named in the proceedings was one with which they had nothing to do. *Forbes v. Delashmutt*, 68 Iowa, 164.

#### LAND FOR DEPOT GROUNDS; FRAUDULENT PRETENCE; INJUNCTION.

Where, under the law (as it was at that time), land could not be condemned for depot grounds, and yet it was actually wanted for that purpose, but was condemned ostensibly for purposes contemplated by the statute, *held* that an injunction would lie to prevent its appropriation and use—*Id.*

#### FARM CROSSINGS.

Section 1268 of the Code gives the owner of the land on both sides of a railway the right to designate the place where the company shall make the crossing provided for in that section; the only limitation being that the place selected by the owner shall be a reasonable one. *Held* that the crossing place selected was a reasonable one, and that the writ in the nature of a *mandamus* was proper. *Van Vrauken v. The Wisconsin, Iowa & Nebraska Railway Company*, 68 Iowa, 576.

#### LIABILITY OF UNCOMPLETED ROADS.

*Held* that the moving of trains over a railroad for whatever purpose is operating a railroad within the meaning of section 1299 of the Code, and renders the company liable for stock killed or injured on account of a failure to fence the track. It is not essential to such liability that the road be completed and open to traffic; nor can the company claim exception for any time, after it begins the movement of teams, on the ground that it should have a reasonable time after the construction of the road within which to build its fences. *Glandon v. The Chicago, Milwaukee & St. Paul Railway Company*, 68 Iowa, 457.

#### WANT OF FENCE; KILLING STOCK.

*Held* that the notice and affidavit of the killing of stock by a railroad company required by section 1289 of the Code, in order to the recovery of double damages, may be served by simply delivering to the proper officers or agent of the company, without reading. *Brentener v. The Chicago, Milwaukee & St. Paul Railway Company*, 68 Iowa, 530.

Burden of proof as to sufficient fence is on the company, as the Code, section 1289, makes the fact of the injury in such cases *prima facie* evidence of the company's negligence. *Small v. Chicago, Rock Island & Pacific Railway Company*, 50 Iowa, 338.



## NEGLIGENT FIRES.

In an action for damages by fire set out by defendant's engine, the jury was properly instructed that if the engine which set out the fire in question set out several other fires on the same trip, this should be regarded as evidence that the engine was not properly constructed, or was not in good repair, or was improperly used. *Lanning v. Chicago, Burlington & Quincy Railway Company*, 68 Iowa, 502.

## SAFETY OF PASSENGERS; COMPANY'S CONVENIENCE NOT CONSIDERED.

In considering whether or not it was an act of negligence for the defendant to stop a car containing passengers on the crossings of another road, the question of defendant's convenience was entirely immaterial. Railroad companies are bound not only to exercise reasonable and ordinary care for the safety of their passengers, but to provide for their safety as far as human foresight and care will go. The duty of the carrier to exercise the highest degree of care for the safety of his passengers is founded on contract, and where the contract is broken, and the passenger suffers consequential injury, the carrier cannot escape liability because the proximate cause of the injury was the negligent act of another. In an action for damages on account of a personal injury caused by negligence and resulting in death, the plaintiff must show entire absence of contributory negligence on the part of the deceased. But where the injury occurred through a collision with defendant's passenger coach in which deceased was riding, while it was standing upon the crossing of another road, and the jury found specially that they did not know what position the deceased occupied at the time of the collision, but thought he was on the platform; *held*, that such finding did not show that plaintiff had failed to establish freedom from negligence on the part of the deceased, and did not preclude his right to recover nor his right to a new trial on account of erroneous instructions. *Kellow v. Central Iowa Railway Company*, 68 Iowa, 470.

## HEIGHT OF PLATFORM.

In an action for personal injury received in alighting from a car, the mere fact that the platform where plaintiff alighted was higher than at another station of the road, was immaterial.

*Stoppage of trains.*—In such case, if there was a customary time during which trains in general, including the one in question, stopped at such stations as the one where plaintiff was injured, defendant might have shown it as a foundation for showing that the train in question stopped the customary time before the accident. But the question asked in this case was not broad enough, and was properly disallowed.

*Leaving train while in motion.*—Where a passenger has partly descended the steps of a car when the train starts, it cannot be said, as a matter of law, that he is guilty of negligence if he proceeds to alight, but is a question for the jury under all the facts. *Nichols v. Dubuque & Dakota Railway Company*, 68 Iowa, 732.

## NEGLIGENCE OF FELLOW SERVANT.

Plaintiff was a member of a construction gang on defendant's railway, and his duties required him to go and ride upon, and to work upon and about, defendant's cars and track, he was injured by the negligence of a co-employee in throwing a heavy stone upon his hand while engaged in placing stones under the ends of the ties. *Held*, that the injury was not in any manner connected with the use or operation of the railway, as contemplated in section 1307 of the Code, and that the defendant was not liable. *Matson v. Chicago, Rock Island & Pacific Railway Company*, 68 Iowa, 22.

## INJURY WHILE CROSSING TRACK CONTRIBUTORY NEGLIGENCE.

Plaintiff stopped with his team at a railroad crossing in a city where there were two tracks to wait for a train drawn by a switch engine to pass. As soon as the rear car of the train had passed the crossing the train stopped, and plaintiff, though familiar with the movement of cars at that place, and anticipating that the train might immediately back up undertook to cross the track and was struck and injured by the backing train. *Held*, that he was guilty of contributory negligence and could not recover. *Kennedy v. Chicago & Northwestern Railway Company*, 68 Iowa, 559.

## TRESPASSER ON TRACK; WHO IS.

One who without license walks or stops to play or lounge upon the track of a railway is a trespasser.

*Contributory negligence.*—A boy eleven years of age is not of such tender years as not to be chargeable with negligence in playing and lounging upon the right of way and track of a railroad.

*Injury to trespasser on track.*—Where one who is trespassing upon the track of a railroad company is struck and injured by a passing train, he cannot recover on account of any negligence of the company, except negligence of its employees in not trying to avoid the injury after discovering the danger. A locomotive engineer is not bound to look out for trespassers upon the track of a railroad. *Morris v. Chicago, Rock Island & Pacific Railway Company*, 68 Iowa, 602.



## CONTRIBUTORY NEGLIGENCE IN CROSSING TRACK.

One who is approaching a railroad with a team, knowing that a train is coming, but not the direction it is running, and is unable to have a view of the track in one direction, is negligent in attempting to cross the track, unless he exercises sufficient care to determine that the train is not on the part of the track concealed from his view, within a distance which would deter a man of ordinary prudence from attempting to cross the track. *Griffin v. Chicago, Rock Island & Pacific Railway Company*, 68 Iowa, 638.

## AUTHORITY OF STATION AGENT.

Where a railroad company authorizes a station agent to contract for the transportation of perishable property (in this case potatoes) at a given rate, such authority, unless restricted by some rule or instruction of the company, carries with it the power to bind the company by an agreement to furnish cars for such transportation on a specific day. *Wood v. Chicago, Milwaukee & St. Paul Railway Company*, 68 Iowa, 491.

## SECRET INSTRUCTIONS TO STATION AGENT.

A railroad company, by placing an agent in charge of its business at a station, and empowering him to contract for the shipment of property, holds him out as possessing the power to contract with reference to all necessary and ordinary details of the business, including the authority to contract to furnish cars for the shipment of perishable property by a day named; and the company may not, for the purpose of avoiding liability on a contract made by such agent within the apparent scope of his authority, show that in making it the agent acted in violation of instructions of which the shipper had no notice. *Id.*

*Negligence in shipping goods.* Where different minds might from the evidence fairly arrive at different conclusions as to whether plaintiff was free from contributory negligence, the court properly submitted the question to the jury. *Id.*

## IMPLIED CONTRACT.

An undertaking by the carrier to transport property to its destination may be implied from the circumstances under which it comes into his possession, and in that case he is charged with the same responsibility for its safety as though his obligations to transport it was created by express agreement. *Aiken v. Chicago, Burlington & Quincy Railway Company*, 68 Iowa, 863.

## TAXES IN AID OF RAILROADS AVOIDED BY ALIENATION OF ROAD.

Taxes voted to a corporation under chapter 123, laws of 1876, to aid in the construction of a railroad, after the corporation has transferred its road in pursuance of a purpose entertained from the beginning, of which public notice was given to the voters before the election, cannot be collected, and their collection may be enjoined, notwithstanding the tax-payers remained silent while they saw the road built by the company to which it was so transferred, knowing that such company was building it in reliance upon the payment of the taxes. To allow the taxes to be collected under such circumstances would be to disregard the terms of the statute, and would work gross injustice to the minority who voted against the tax. *Blunt v. Carpenter*, 68 Iowa, 265.

## TIME TO PROCURE TICKETS; EXTRA CHARGE ON TRAIN.

Section 2, chapter 68, provides that "a charge of ten cents may be added to the fare of any passenger, where the same is paid upon the cars, if a ticket might have been procured within a reasonable time before the departure of the train." Held that in order to justify the company in demanding the extra charge, and in ejecting a passenger who refuses to pay it, it is not necessary to keep the ticket office at a small station open until the very moment of the departure of the train. All that a passenger can demand is that he has a reasonable opportunity to purchase a ticket; and, in determining whether such opportunity was given in this case, it was proper for the jury to consider the character of the station, and whether the facilities for purchasing tickets were such as were required for the convenience of the public at that place. *Everett v. Chicago, Rock Island & Pacific Railway Company*, 69 Iowa, 15.

*Ejection of Passengers.*—It is not required in this State, that where a person may rightfully be ejected from a railroad train, it must be done at a station or public crossing. *Id.*, 51 Iowa, 235.

## AUTHORITY OF COMPANY'S SURGEON TO BIND COMPANY.

The surgeon of a railroad company has no implied authority, as such to bind the company by an agreement that it will pay for services, and meals furnished nurses and others, in attendance upon an employe of the company injured by an accident on the road, and under treatment of the surgeon. *Bushnell v. Chicago & Northwestern Railway Company*, 69 Iowa, 620.



## COUPLING CARS; RIGHT TO PRESUME UPON OBEDIENCE TO SIGNALS.

Where a brakeman, about to couple cars, has given a signal for the moving cars to stop, he has a right to presume that it will be obeyed, and in acting upon such presumption he will not be guilty of negligence, unless he knows, or by exercise of ordinary care might know, that his signal has been misunderstood, or is being disobeyed, in which case he will not be justified in acting upon the presumption. *Nichols v. Chicago, Rock Island & Pacific Railway Company*, 69 Iowa, 154.

## RISKS ASSUMED BY EMPLOYEES.

Danger from snow banks are inseparable from the operations of railroads where snow prevails and is removed from the track by snow-plows, and when employes enter the service they assume such risks. *Brown v. Chicago, Rock Island & Pacific Railway Company*, 69 Iowa, 161.

*Snow banks: signals.*—Railroad companies are under no obligations to place signals at snow-banks along their tracks, nor to give notice by whistle or bell of the approach of a train to a snow-bank, in order to protect train men from injury. *Id.*

*Injury to negligent train men.*—Where a train man recklessly puts himself in a position of danger upon a train moving with unusual speed, and is injured, he cannot recover of the company on the ground that his co-employes were negligent in running the train too fast. *Id.*

## CONTRIBUTORY NEGLIGENCE; INJURY TO EMPLOYEE.

An instruction to the effect that, if a railroad employe is injured solely on account of his negligence in disregarding the rules of the company, he cannot recover, is erroneous, because it is calculated to mislead the jury into the error of finding in his favor in case his negligence only contributed to the injury. *Deeds v. Chicago, Rock Island & Pacific Railway Company*, 69 Iowa, 164.

## INJURY TO CONDUCTOR THROUGH HIS OWN NEGLIGENCE.

Where the conductor in charge of a railroad train knew every circumstance which tended to render the operation of his train hazardous, and if, in his judgment, it was not being operated in the safest possible manner, he had full authority to direct that such changes be made in the manner of its operation as would render it safe; *held*, that, if by its negligent operation he was killed, his administrator could not recover against the railroad company. *Sane v. Central Iowa Railway Company*, 69 Iowa, 443.

## PERSONAL INJURY; BURDEN OF PROOF.

One who seeks to recover of another on the ground of negligence has the burden to establish the alleged negligence, as such negligence cannot be presumed from the fact of the accident resulting in the injury. *Case v. Chicago, Rock Island & Pacific Railway Company*, 69 Iowa, 449.

## EXPERT TESTIMONY NOT ADMISSIBLE, WHEN.

A brakeman was killed by the separation of a train. The train was passing over a portion of the track where there was a sag then a rise or "hog's back," and then a down grade, and the separation took place when the front end of the train was on the down grade and the central portion was on the "hog's back": *Held*, that the opinion of an expert was not admissible to show how the brakes should have applied to prevent the breaking of the train, but that it was a question for the jury to determine from the facts in regard to the weight of the train, the depth of the sag, the character of the "hog's back," and all the circumstances of the case. *Burns v. Chicago, Milwaukee & St. Paul Railway Company*, 69 Iowa, 450.

*Duty to employes as to use of best appliances.*—As to its employes, a railroad company is not bound to use the best appliances, but only such as are ordinarily sufficient for the purpose; nor is it required to adopt any new device until its utility has been sufficiently tested and it has been shown to be, as a whole, better than the appliance already in use for the same purpose. *Id.*

*Waiver of negligence.*—No recovery can be had on account of the death of a brakeman occasioned by the breaking of the coupling of the train, where he had experience as a brakeman, knew the character of the coupling used, and continued in the company's employment without objection. *Id.*

*Absence of contributory negligence.*—Plaintiff's son when last seen alive was setting brakes on a freight which he was riding. He was an experienced brakeman. The train separated at the first coupling in front of him. He was thrown to the ground, run over by the rear train and killed. Although there was no other evidence bearing on the question of negligence, or of freedom from it, on his part, *held*, that the court was justified in submitting it to the jury in an action against the company for negligence. *Id.*

*Pleading negligence of defendant: Proof of that of employe.*—Whether a plea charging a railroad company with negligence can be supported by evidence of the negligence of a co-employe, *quære*, but common fairness requires that if the negligence of an employe is relied upon it should be stated in the pleading. *Id.*

## INJURY TO STOCK ON TRACK.

On a trial to recover damages for injury to stock on a railway track, a



copy of the notice and affidavit served on the company under the statute is admissible, when accompanied with the oath or affidavit of the person who served the same, to prove the fact of such service under the Code. *McLenon v. Kansas City, St. Jo & Council Bluffs R'y Co.*, 69 Iowa, 320.

#### DILIGENCE DUE PASSENGERS.

A carrier is bound to exercise the highest degree of care and skill to preserve the safety of passengers and prevent accidents. Reasonable or ordinary diligence is not sufficient. *Moore v. Des Moines & Ft. Dodge R'y Co.*, 69 Iowa, 491.

*Injuries to passengers.*—Where a passenger sought to recover for several injuries received by the overturning of a railway coach, it was error to instruct the jury that, unless a certain specified one of the injuries was caused in whole or in part by the accident, plaintiff could not recover, even though the jury were told in another instruction that if they found for plaintiff they should award him such damages as would compensate him for all the injuries suffered by him. *Id.*

#### INSURERS OF GOODS CARRIED.

Although a carrier is held to be an insurer of the safety of property while he has it in his possession as carrier, the rule does not apply where the goods were transported in a car which was left in the exclusive control of the shipper's agent, and they were destroyed by his act, and in such case it is immaterial whether the agent was careful or negligent. *Hart v. Chicago & Northwestern R'y Co.*, 69 Iowa, 485.

*Void contract of exemption.*—It is immaterial also, in such case, that the owner's agent accompanied the goods under a provision in a contract exempting the carrier from liability, and which was void under section 1308 of the Code. *Id.*

*Constitutionality: Inter-State commerce.*—Section 1308 of the Code, whereby all contracts by which carriers seek to limit their liability as such are declared to be invalid, is not repugnant to the constitution of the United States, as being a regulation of commerce between the states, when the control relates to a shipment of goods from this State to another. *Id.*

#### CARRIERS OF LIVE STOCK; DILIGENCE REQUIRED; EVIDENCE.

Where a carrier is delayed in delivering live stock to market, it may excuse the delay by *proof* of misfortune or accident, although not inevitable or produced by the act of God. But evidence of such act and delay is not

admissible to excuse the delivery of the stock in bad order, unless there is offered with it evidence to prove that it used the highest degree of care during the delay for the preservation and safety of the animals. *Kinnick v. Chicago, Rock Island & Pacific Railway Company*, 69 Iowa, 665.

*Injury to animals from natural propensities.*—Where the cause of damage to live stock for which recompense is sought from a carrier is connected with the character or propensities of the animals undertaken to be carried, the ordinary responsibility of the carrier does not attach (*McCoy v. Keokuk & Des Moines Railway Company*, 44 Iowa, 424) but where it is shown that such propensities are active only while the car in which the animals are carried is standing still, and it appears that the damage in question occurred on account of unusual delay, caused by accident, and that the damage might have been avoided by unloading the animals, or by giving them personal attention during the delay, held that the rule exempting the carrier did not apply. *Id.*

*Car overloaded.*—Where a railroad company receives for shipment a car load of hogs which is overloaded, it assumes all the responsibilities of a common carrier with reference to it, and cannot escape liability for damages to the property on the ground that the car was overloaded. *Id.*

#### RIGHT OF WAY; COMPLAINT BY LESSEE OF LAND.

A lessee of land over which a railroad is operating at the date of the lease has no greater right to question the validity of the company's right of way than the lessor had when the lease was made. *Chicago, Milwaukee & St. Paul v. Bean*, 69 Iowa, 257.

*Condemnation: form and effect of award.*—Where the real owner of land is made a party to proceedings to condemn right of way for a railroad, the proceedings will be valid as against him, though language used by the Commissioners in their award may indicate that in their opinion an unknown lessee has an interest in it. *Id.*

*Loss by non-user: second award of damages.*—Where right of way for a railroad has been regularly condemned as against the owner of the land, and the award has been paid to the sheriff and the owner neither appeals or takes the award, and the company fails to use the right of way for so long a time as to incur a forfeiture under section 1260 of the Code, as amended, but afterward builds its road thereon, the owner cannot maintain proceedings under the statute for a second award of damages; for the first award is still in the hands of the sheriff for the benefit of the owner, and the statute plainly provides that, notwithstanding an abandonment, he shall not be entitled to be paid twice for the right of way. *Id.*



## CONDEMNATION OF RIGHT OF WAY.

The time of taking an appeal from an award of damages for right of way for a railroad begins to run not from the day when the premises are viewed by the jury, but from the time the assessment is actually made, reduced to writing and made public, or in some legitimate manner brought to the knowledge of the parties interested. *Jamison v. Burlington & Western Railway Company*, 69 Iowa, 670.

*Date of award: evidence: affidavit of juror.*—The affidavit of one of the jurors in proceedings to condemn right of way for a railroad is admissible to prove the date on which the award was actually made. *Id.*

*Notice of appeal: on whom served: agent.*—The notice for appeal from the award of damages for right of way for a railroad, when taken by the land owners, may be served on a civil engineer who has charge of the surveys and location of the road and of an office of the company within the county, and who has transacted business connected with the procuring of the right of way. The statute requires service on an "agent" only, without designating the kind of agent. *Id.*

## RIGHT TO FENCE TRACK IN TOWNS.

A railroad company has no right to fence its track, against stock running at large, across the platted streets and alleys of a town, even if such streets and alleys are not used or are not in a condition to be used by the public. *Lathrop v. Iowa Central Railway Company*, 69 Iowa, 105.

## GRATUITOUS STREET CROSSING; LOCATION OF STANDING CARS.

A much traveled street in the town of "S." terminated at the defendant's depot grounds, on the other side of the depot grounds, and opposite to the terminus of said street another street began, but there was no connected established highway over the depot grounds. The defendant, however, had invited and established travel over its depot grounds by planking its track at that point, but the planked track was not as wide as the street on either side and was not in a direct line connecting them: *Held.* that defendant was not bound to keep open a passage way other or wider than that upon which it had invited travel by planking it, and that it was not liable for leaving a car standing upon its track adjacent to the plank drive-way, whereat plaintiff's horse became frightened, ran away and caused her personal injury. *O'Donnell v. Chicago, Milwaukee & St. Paul Railway Company*, 69 Iowa, 102.

## NO CATTLE GUARDS; LOSS OF PASTURE; MEASURE OF DAMAGES; EVIDENCE.

In an action to recover for loss of pasture through the neglect of defendant to construct cattle-guards, the jury was properly instructed that while the plaintiff could not under the issue recover the cost of herding his cattle upon the exposed pasture, yet if the herding was rendered necessary by the failure of the defendant to construct the cattle-guards, the necessary cost of such herding might be considered in determining how much less the pasturage was worth than it would have been had the guards been constructed and maintained. *Raredan v. Central Iowa Railway Company*, 69 Iowa, 527.

## FENCING.

Under section 1299 of the Code of Iowa, a railroad company is required to fence its track for the protection of "crazy" horses. *Liston v. Central Iowa Railway Company*, 29 N. W. Reporter, 445.

*Horses running into a bridge.*—In an action against a railroad company for damages for the killing of a horse by defendant's train at a point where defendant had a right to build a fence, but had failed to do so, the fact that the train did not strike the horse and that the horse was injured by running in front of the train into a bridge, does not relieve the railroad company of liability. *Id.*

*Double damages: correcting return of constable.*—Upon the trial of an action against a railroad company to recover double the value of a horse killed by a train, the value not having been paid after notice and proof of the injury by affidavit, the statement in the return of the constable who served the affidavit upon the agent of the railroad company, that such service was made by giving a copy of the affidavit to the agent, may be corrected by the constable's evidence showing that he served the original affidavit. *Id.*

## CONDEMNATION PROCEEDINGS; APPEAL.

A railway company which purchases the road of another company during the pending of an appeal from an award of damages in a condemnation proceeding to obtain a right-of way for the road purchased, is liable for the costs incurred on such appeal by the company from which the road is purchased. *Frankel v. Chicago, Burlington & Quincy Railroad Company*, 30 N. W. Reporter, 679.



## APPROPRIATION OF LAND; DAMAGES; EXCESSIVE VERDICT.

In an action against a railway company for taking the plaintiff's land and constructing its road thereon, where it is found that the defendant is not a trespasser, the damage to the plaintiff is the value of the land taken, and a verdict for more than such value, as shown by the evidence, is excessive. *Kitterman v. Chicago, Milwaukee & St. Paul Railway Company*, 30 N. W. Reporter, 174.

## FENCES; KILLING HORSES; DEPOT GROUNDS IN TOWN.

In an action against a railroad company for damages for killing two horses by defendant's train, at a point on its railroad where the road was not fenced, but where the right to fence existed, it appeared from the evidence that the horses were killed at a point on the main line, 140 feet west of the switches or side tracks, at the town of De Soto. The right-of-way south of the track was fenced, as well as a portion on the north side between the place of killing and the south boundary of the town plat, and cattle-guards were placed at the western boundary of the town, about 1,000 feet west of where the horses were killed. The depot grounds, switches and side tracks were all east of the point where the animals were killed.

*Held*, that the place where the horses were killed was not a part of the company's depot grounds used for the convenience of the public, that the duty to fence existed, and hence the company was liable. *Payton v. Chicago, Rock Island & Pacific Railway Company*, 30 N. W. Reporter, 877.

## NAME OF DEFENDANT; FENCES; INJURY TO ANIMALS.

The petition filed in the office of the clerk of the circuit court, as required by Code, sections 3745-3750, to take depositions, gave the name of defendant as "C., B. & Q. R. R. Co." A paper was filed with cross-interrogatories attached, signed "C., B. & Q. R. R. Co."

*Held*, that the court could not take judicial notice that the letters "C., B. & Q. R. R. Co." constituted the name of the defendant, the Chicago, Burlington & Quincy Railroad Company, and that the defendant was not properly made a party to the proceedings to perpetuate testimony.

*Fences, etc.*—In an action against a railroad company for killing two mules, where it appeared that the plaintiff was an employee of the railroad company's contractor, and that the mules were used in the construction of a side track and embankment; that the principal track was fenced, but for the convenience of the contractor and his employes in passing back and forth, two gaps had been made by them in the fence, about 400 feet apart; that between these two gaps was another gap, not used by them, through

which plaintiff's mules escaped upon the track and were injured by defendant's train.

*Held*, that as the mules escaped upon the track through a gap which the defendant might properly have stopped, the railroad company was liable for the injury if it had knowledge of the gap. *Accola v. Chicago, Burlington & Quincy Railroad Company*, 30 N. W. Reporter, 503.

## STATION AGENT; SCOPE OF AUTHORITY.

*Held*, that it was beyond the scope of the apparent authority of the station agent at "L" to make a contract for a shipment from "O," and that an instruction by the trial judge directing the jury, if they found the facts on a preponderance of evidence, to return a verdict for plaintiff was erroneous. *Voorhees v. Chicago, Rock Island & Pacific Railway Company*, 30 N. W. Reporter, 29.

## EVIDENCE; RES GESTÆ; DECLARATION OF AGENT; NEGLIGENCE.

In an action to recover damages for death caused by negligence, declaration of the deceased as to the cause of the injury sustained, made after he had returned home, and more than 30 minutes after the accident, are not admissible as part of the *res gestæ*.

Before the declarations of an agent are admissible, the party offering to prove them must at least give some evidence, tending to show that he had power to act for his principal in relation to the matter in hand, and that the same was within the scope of his authority.

If an experienced employe in moving a locomotive of a railroad company, takes all proper and usual care against accident and an experienced engineer could have done no more, there is no negligence of the company either in moving the engine, or in so employing the employe.

Defendant had, by city ordinance the right of way in the street where its locomotive fatally injured plaintiff intestate, by moving upon and crushing his hand. The engine had been permitted to stand and had been cleaned out, in the street at the time of the accident. *Held*, that even if the defendant was violating the city ordinance and was a trespasser in so doing, the trespass was not the proximate but remote cause of the accident; the moving which the defendant was authorized to do being the proximate cause. *Armil, Adm'x v. Chicago, Burlington & Quincy Railroad Company*, 30 N. W. Reporter, 42.

## CONTRIBUTORY NEGLIGENCE; STATION PLATFORMS; MEDICAL ATTENDANCE; DAMAGES.

In an action against a railroad company for damages for personal injury



caused by the defendants not providing a proper place for passengers to alight from its cars, and not drawing the car in which plaintiff was riding up to the station platform, so that in stepping from the car to the ground she fell and hurt herself, the jury being instructed that "if in the exercise of ordinary care the plaintiff might have gained the platform, as by passing through the car forward, and she elected to take the risk of alighting where she did, instead of taking the safe course, she was guilty of negligence and could not recover," and the evidence showing that she could have stepped from the train to the platform by passing through the car in front of the one in which she was riding, the jury was bound to give a verdict for defendant.

In an action for damages for personal injuries, when there is no evidence of the amount of medicine or medical treatment employed by the injured person en account of such injuries, it is error to instruct the jury that they may allow for medicines and medical treatment reasonably and necessarily employed. *Eckerd v. Chicago & Northwestern Railway Company*, 30 N. W. Reporter, 615.

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MASTER AND SERVANT; NEGLIGENCE OF MASTER; NEGLIGENCE OF FELLOW SERVANT.

In an action by an employe against a railroad company for damages resulting from the giving way of certain steps leading up to a platform for loading coal, where the evidence shows that the steps were constantly used by him in his work, and they were not under the special care of any other employe except plaintiff and a fellow workman, plaintiff will be charged with negligence for not seeing that the steps were in order; and an instruction to the jury that if they found plaintiff was employed to handle coal at the coal house and platform, and nothing was said to him by his employer in regard to looking after the safety of the steps, then it was not a part of plaintiff's duty to see that the steps were kept in a reasonably safe condition, is error; and another instruction to the effect that plaintiff was bound to use ordinary care to avoid injury, does not take the place of a proper instruction presenting to the jury the subject of plaintiff's duty. *Stroble v. Chicago, Milwaukee & St. P. R'y Co.*, 31 N. W. Reporter, 63.

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ACCEPTANCE OF DANGEROUS EMPLOYMENT; EXPERT EVIDENCE; PRESUMPTION.

Where a man applies for the position of fireman on a short line without a turn-table, and on which he is well aware that it is the custom to run the engine backward, the fact that so running the engine was dangerous cannot be relied upon in an action for damages for the death of such fireman, caused by the engine leaving the rails when running backward.

It is admissible to show that the company has not properly spiked the rails at a point 100 feet from where the train left the track.

Where no issue is raised in the pleadings that the train was running at a dangerous rate, evidence to that purport is not admissible. In such a case a question put to an expert as follows, "suppose the fact to be that the track was so badly out of line that it was plainly visible to the eye in looking along the track, what do you say then as to whether the danger would be increased by running the engine backward over the track at a high rate of speed," is inadmissible while there is no issue as to dangerous speed.

In an action against a railroad company for damages sustained by an employe from a railroad accident, it is error to regard the fact of the accident itself as a circumstance tending to show negligence. *Kuhn's Adm'r v. Wis., Iowa & Nebraska R'y Co.*, 31 N. W. Reporter, 868.

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INJURY TO CHILD; NEGLIGENCE; STOPPING OF TRAINS.

In an action against a railroad company for an injury to a child from being run over by a train, the defendant's fireman testified that he saw the child on the track when three or four hundred yards distant, and that the engine was immediately reversed and all brakes applied, and in this was supported by other train men. Evidence was also given that the train could have been stopped within 150 yards. Held that a special finding of the jury that the employes in charge of the train did not use all the means in their power to prevent the injury after they discovered the child would not be disturbed. *Payne, by her next friend v. Humeston & Shenandoah Railway Company*, 31 N. W. Reporter, 886.

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TAX AID.

A railroad company that has purchased a line of road at a foreclosure sale of an insolvent company, a part of which line was constructed and put into operation with money raised by taxes voted to it by town, assumes the obligation of the former company, and cannot lease such part of the road to another company, so as to surrender the exclusive use thereof, and, by ceasing to operate it, deprive such town of the benefits intended to be derived from such operation, when the aid was voted to the original company. *State v. Central Iowa Railway Company*, 32 N. W. Reporter, 409.

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MUNICIPAL AID TO RAILROAD COMPANIES.

Chapter 159, acts of the Twentieth General Assembly of Iowa, authorizes taxes to be voted and levied on the assessed value of any township, incorporated town or city, to aid in the construction of railroads, applies to a city organized and existing under a special charter, and is not confined to cities



existing under the general law, notwithstanding the provisions in chapter 116 of the Sixteenth General Assembly, that "no general laws, as to powers of cities, shall be construed to affect the charter or laws of cities organized under special charters." *Barlemeyer v. Rholfs, treasurer, et al*, 32 N. W. Reporter, 673.

#### FENCING IN CITIES AND TOWNS.

A railroad company has not the right to fence its track in cities and towns where it is intersected by streets and alleys, notwithstanding the language of the Code, section 1268-1288, requiring fencing [where the road passes through improved land, or where the same person owns the land on both sides of the track is unqualified. *Blanford v. Minneapolis & St. Louis Railway Company*, 32 N. W. Reporter, 357.

#### DEFECTIVE GATE IN FENCING.

In an action against a railroad company to recover double the value of a cow killed by defendant's train, it appeared from the evidence, that the cow got upon the track from a pasture, through a gate in the fence, and that the gate was so constructed that the fastening thereof was on the pasture side of the fence: *Held*, that the fact that the fastening was so placed constituted evidence tending to show that the gate was negligently constructed, and it was a proper matter for the jury to consider in connection with all the other circumstances. The mere fact that the fastening of the gate was on the side of the gate toward the cow was not evidence warranting the jury to find for the plaintiff, in the absence of other evidence tending to show negligence on the part of the defendant. *Buller v. Chicago & Northwestern Railway Company*, 32 N. W. Reporter, 282.

#### NEGLIGENCE; RAILROAD CROSSING; KILLING ANIMAL.

In an action against a railway company to recover the value of a cow killed at a highway crossing by a train on defendant's railway, on the ground that the train was running at a dangerous speed, it appeared from the evidence that there was a sharp curve in the railway just before the train approached the crossing, and that the train was a wild train, and the court instructed the jury that the right of plaintiff to recover depended on the question whether the defendant was negligent in running the train at the speed it did under all the circumstances: *Held*, a proper instruction, it being for the jury to say whether the train was run at a dangerous rate of speed when approaching the crossing around the curve. It appeared from the evidence that the plaintiff had turned the cow into the highway to go to the pasture across the track, intending to follow her soon, before any train

of which he had knowledge should come along, and while thus unattended the cow got upon the highway crossing and was killed, *held*, that it was for the jury to say, whether, under all the circumstances, the plaintiff was guilty of contributory negligence, and that he was not, as a matter of law, guilty of such negligence. *Couson v. Chicago, Milwaukee & St. Paul Railway Company*, 32 N. W. Reporter, 8.

#### REQUIRING PASSENGERS TO GET OFF MOVING TRAINS.

Evidence examined and *held*, not sufficient to show a requirement on part of the conductor of a train that a passenger should get off the train while moving, so as to render the company liable for injuries received by the latter in leaving the train. *Vimont v. Chicago & Northwestern Railway Company*, 32 N. W. Reporter, 100.

#### PERSONAL INJURY TO EMPLOYEE: NEGLIGENCE.

Where a locomotive engineer was injured by having his arm broken, in attempting to quickly reverse the lever to stop the train after the engine had left the track, *held*, that the direct cause of the injury was defendant's negligence in failing to keep the track in proper condition. The trial court instructed the jury "that plaintiff in entering upon such employment assumed all the risks incident to the prosecution of that employment, but that plaintiff had a right to assume that defendant would use all reasonable care in the keeping of its road and appliances in good order, and if any injury came to him by reason of any negligence of the defendant or its employes other than his own negligence, this would not be a risk which he assumed as one incident to his employment." *Held*, that the instruction was proper. That if plaintiff acted with reasonable skill and prudence in reversing the lever, in view of the haste and sudden emergency in which he was required to act, he did not contribute to his own injury. *Knapp v. Sioux City & Pacific Railway Company*, 32 N. W. Reporter, 18.

#### PERSONAL INJURY; PRESUMPTIVE EVIDENCE.

Where it is shown in an action by a passenger against a railroad company for injuries caused by defective construction of the roadway, bridge, track, or fastenings of the rail at the point where the derailment occurred, or its train or cars, or by the management or running of the train, this would create a presumption of negligence and cast upon defendant the burden of proving that it was not caused by any negligence or want of skill in the construction or maintenance of its roadway, track, or bridge, or in the management of the train, or in the condition of the cars, which the circumstances of the accident indicated was the cause of the accident, but it is



not required to prove that nothing about its entire train and railway were defective.

A carrier of passengers in the conduct and management of his business, and as to all the appliances made use of in the business is bound to exercise the highest degree of care and diligence for the convenience and safety of his passengers that is reasonably consistent with the practicable conduct of the business, and he is held for the slightest neglect. A railroad company, in the selection of its plans and materials for its roadway, bridges and appliances is required to exercise the degree of care exercised by the best and most skillfully and carefully managed railroads in the country, under like circumstances. *Pershing, Adm'r v. Chicago, Burlington & Quincy Railway Company*, 32 N. W. Reporter, 488.

#### NEGLIGENCE; MASTER AND SERVANT.

Where a railroad employe, in getting out of the way of a train suddenly started without a signal, stepped between the railroad track and a sand bank two feet distant, and, while there, a quantity of sand fell from the bank, striking him and knocking him against the moving cars, and the wheels of one of the cars ran over his leg and injured him; *held*, that as the immediate and direct cause of the injury was the falling of the bank, and this was not the effect or consequence of the omission or act of defendant, plaintiff could not recover. A servant of a railroad company, who is employed on a train used for hauling and distributing sand upon the track for ballast, and who assists in loading and unloading the cars, riding upon the train in passing between the gravel-pit and points on the track where the sand is deposited, is exposed in the performance of the duties of his employment to all the ordinary risks and dangers which arise from the operation of the train, and hence belongs to the class of employes to whom section 1307 of the Code gives a remedy for injuries occasioned by the negligence of co-employes. *Handelun v. Burlington, Cedar Rapids & Northern Railway Company*, 32 N. W. Reporter, 4.

#### NEGLIGENCE.

Plaintiff, as administrator, sued defendant for damages sustained by his decedent who was a brakeman on defendant's train, his death being caused by an engine being derailed. The jury rendered a general verdict for plaintiff for \$2,000, and found specially that the accident was caused partially by a curve in the track and partially by the rate of speed at which the train was running at the time, and that the engine had frequently passed over the curve. They also found that the deceased had been running over the road for a month as brakeman; that his place of duty at the time was at the brakes; but that he was at the time reading in the cab, and that only those on the engine were injured. *Held* that the special findings were not incon-

sistent with the finding involved in the general verdict; that deceased was not guilty of contributory negligence, and that plaintiff was entitled to judgment on such verdict. *Connors, Adm'r. v. Burlington, Cedar Rapids & Northern Railway Company*, 32 N. W. Reporter, 465.

#### PERSONAL INJURY.

While obeying the orders of the conductor of the train to uncouple cars in the night time, to be switched on a side track, plaintiff, a brakeman, fell into a cattle-guard in consequence, as he alleged, of the negligence of the railroad in constructing the switch and the cattle-guard in too close proximity to each other, and thereby sustained personal injuries. In an action to recover for these, evidence that at the same station, there was another switch located much further from the cattle-guard, does not tend to prove that the distance between the switch and the guard in question was unusually small. *Robinson v. Chicago, Rock Island & Pacific Railway Company*, 32 N. W. Reporter, 193.

#### AMENDMENT OF PLEADING AFTER VERDICT.

In a proceeding against a railroad company to recover land damages, the allowance of an amendment after verdict, changing the township number given in describing the land, *held* proper, all the proceedings having been with reference to the number corrected. *Ball v. Keokuk & Northwestern Railway Company*, 32 N. W. Reporter, 354.

#### DEED; DELIVERY; CONDITION.

In a suit to quiet his title to certain land, plaintiff claimed title under an unrecorded deed which had been lost, and defendant denied that the deed had ever been delivered, and alleged that it was made upon condition that a railroad depot should be built on the land, and that, as the condition had never been performed, the deed was void. *Held*, that the evidence as to the delivery of the deed not being sufficient, and the condition and its non-performance being established by a clear preponderance of the evidence, plaintiff was not entitled to recover. *St. Louis, O. & C. Railway Company v. Devin et al.*, 32 N. W. Reporter, 232.

#### LAND DAMAGES.

Owners of property abutting on a street in which a railway is constructed are not debarred from claiming damages by waiting until after the railway



has been constructed, notwithstanding the provisions of the Code of Iowa, section 464, forbidding the laying down of any track in a street until after the abutters' damages have been ascertained and paid. Under section 1245 of the Code, the sheriff's jury can only assess damages for land taken by a railroad, and not damages for injury to property abutting on a street in which the railroad is laid. *Slough v. Chicago & Northwestern Railway Company and Woodworth v. Same*, 33 N. W. Reporter, 149.

#### DAMAGES TO ABUTTING PROPERTY.

Under section 464 of the Code the right of an owner of property abutting on a street to recover damages against a railroad company for the occupation and use of the street for its tracks is barred after five years, where such damages have not been ascertained and paid at the start.

In an action for damages by an abutter who bought subsequent to the occupation of the street, the company may show that the plaintiff's grantor consented that its road might be constructed and operated along the street. There can be but one recovery of damages, and that only in favor of the abutter who owned the property when the road was built, or the assignee of his claim. *Pratt et al. v. Des Moines Northwestern Railway Company*, 33 N. W. Reporter, 666.

#### ADMISSION OF AGENT; RES GESTÆ.

In an action against a railroad company to recover damages for a personal injury caused by a defect in the track, whereby an engine was derailed, and the engineer was killed, evidence that the defendant's section foreman had said that the track was bad at the place of the accident, is not admissible as an admission of the defendant through its agent, when it appears that it was not said at the time and place of the accident. In an action for death through negligence refused to instruct that "that the law creates no cause of action when the person injured is instantly killed," *held*, not error, following *Connors v. Burlington, etc., R'y Co.*, 32 N. W. Reporter, 465.

An instruction that the decedent did not waive the defect by remaining in the company's employment without objection, after knowledge of the defect, if in so doing he acted as an ordinary prudent man would have done under the circumstances, is error, the rule being that where an employe voluntarily elects to incur a risk, which he need not incur, without a promise of removal, he assumes the risk, and it matters not that other prudent men would have done the same under the circumstances. *Worden, Adm'r, v. Humeston & Shenandoah R'y Co.*, 33 N. W. Reporter, 629.

#### FIRES; EVIDENCE.

On the trial of an action against a railroad company for damages caused by a fire set by an engine, a witness was asked for the defendant "what was the custom in reference to keeping the engine and netting in good condition," and the witness instead of testifying to the custom stated what defendant did, *held* that the evidence was not objectionable. *Patterson v. Chicago, Milwaukee & St. Paul R'y Co.*, 33 N. W. Reporter, 228.

#### CONTRIBUTORY NEGLIGENCE.

While the brakeman of a freight train was switching some cars onto a side track the train on the main track started on the down grade, collided with the other cars, and killed a brakeman. The conductor was in the station at the time attending to business, and the evidence showed that he could not possibly have stopped the train after it started. The presumption being that the brakeman set the brakes, and there being no evidence that the conductor set them, or knew that they were improperly set, *held*, that he was not guilty of negligence in not watching or stopping the train. *Brady, Adm'r, v. Burlington, Cedar Rapids & Northern R'y Co.*, 33 N. W. Reporter, 360.

#### QUESTION OF NEGLIGENCE TO GO TO JURY, WHEN.

The plaintiff was employed as one of a party of laborers by defendant, the foreman of which party directed the plaintiff to remove a stick of timber from a pile in defendant's yard. While so at work another pile much higher than the one at which plaintiff was at work fell on him and injured him. There was evidence that between the two piles mentioned there was another pile which obstructed the view of plaintiff; also that the foreman's attention had been called on two occasions to the dangerous condition of the pile which fell; and that the plaintiff had no knowledge of the condition of the said pile, and did not disturb it before it fell, though he made no examination of it before going to work; *held*, that on this evidence both the questions of negligence on the part of defendant and of contributory negligence on the part of plaintiff, should have been submitted to the jury. *Baldwin v. St. Louis, Keokuk & Northwestern R'y Co.*, 33 N. W. Reporter, 356.

#### FIRES SET BY ENGINE.

In an action to recover damages for property alleged to have been destroyed by fire set by defendant's engine, an instruction that "negligence may be evidenced in various ways, such as the employment of an unskillful



or careless engineer and fireman; and if you find from the evidence that the defendant carelessly or negligently managed its road in this respect, and that by reason of such negligence a fire was set, the defendant is liable," in effect directs the jury that if they find that the engineer and fireman were unskillful, and that by reason of such lack of skill the fire was set, then the plaintiff is entitled to recover; and when the complaint in such action alleges that defendant permitted the engine to be out of repair, and carelessly and negligently used, thus charging that the engineer and fireman were negligent, and there is no allegation that they were unskillful, such instruction is erroneous. *Babcock et al. v. Chicago & Northwestern Railway Company*, 33 N. W. Reporter, 628.

#### INJURY TO STOCK; FENCE; GATE.

In an action under section 1289 of the Code, which provides for the recovery of double damages by the owner of stock injured through failure of a railroad company to fence its tracks, when such damages are not paid within thirty days after notice of loss given, when the injury is claimed to have been caused by the improper and insecure fastening of a gate in defendant's fence, the question of the sufficiency of such fastening is for the jury, and their verdict in favor of plaintiff cannot be held unsupported by evidence when it appears that the gate swung toward the right-of-way and the hook that held it closed was bent at such an angle that by a slight pressure against the gate it would be thrown out of the staple. If the fastening of a gate in the fence of a railroad's right-of-way is not sufficient to turn cattle, is a failure to fence, within the meaning of section 1289; so that when such fastenings are shown to be insufficient, an instruction under the section to recover for the killing of certain cows, that, if defendant is liable at all it is liable for double damages, is correct. *Payne v. Kansas City, St. Jo. & Council Bluffs Railway Company*, 33 N. W. Reporter, 633.

#### DEFECTIVE APPLIANCES.

In an action brought by a brakeman of a railroad for injuries alleged to have been received in consequence of a defect in a car which he was coupling, the fact that said car had been safely coupled both before and after the accident, does not necessarily show that it was not broken, and, in spite of the proof of that fact, the jury would be warranted in finding that the car was broken. The fact that plaintiff was injured while disobeying a rule of defendant that a stick must be used in coupling cars does not prevent him from recovering in such action, when it appears that the injury actually suffered would have been received even if the stick had been used in making the coupling. *Reed v. Burlington, Cedar Rapids & Northern Railway Company*, 33 N. W. Reporter, 451.

#### TAXATION IN AID OF RAILROADS.

When a law authorizing the collection of taxes to aid in the construction of a certain railroad has been repealed after such tax has been voted, and said railroad has been transferred by perpetual lease, by which the larger part of the amount expended up to the time of the transfer in the partial construction of the road is repaid, and said lease shows no intention to transfer the taxes, and imposes no obligation upon the lessor to expend any more money, and neither lessor nor lessee has made any expenditures relying on the taxes, by appropriating for special purposes any money to be obtained therefrom, held that said taxes are void, and their collection may be enjoined. *Bartell v. Meader et al.*, 33 N. W. Reporter, 446.

#### NEGLIGENCE; EXPLOSION OF DYNAMITE.

A car of dynamite standing in the yards of defendant took fire and exploded. Plaintiff sued for damages to her property, charging that the dynamite was not properly protected, that the fire had caught from passing engines; and that the cars were negligently permitted to stand in an improper place. At the time of the explosion the car stood on the outer track at the south side of the yards, and the wind was blowing from the south. There was no evidence that the fire had caught from passing engines, or that they were defective in their machinery to prevent fire from escaping therefrom. There was no evidence that the dynamite was not properly protected, nor that the damage would have been less if the car had been standing in any other part of the yard. Held that the burden of proof was on plaintiff to show that the car stood in an improper place, and that there was no evidence of negligence to go to the jury. *Walker v. Chicago, Rock Island & Pacific Railway Company*, 33 N. W. Reporter, 224.

#### LAND DAMAGES; SUB-CONTRACTOR.

Where a railroad takes and uses land outside its condemned right of way, it is necessary for the plaintiff, claiming damages for a permanent injury to the freehold, to prove an absolute freehold title in himself, and not merely possession. A railroad company is not liable for the willful wrong of a sub-contractor engaged in construction in appropriating uncondemned land, unless it be proved to have authorized and assented to such wrong. *Wattmeyer v. Wisconsin, Iowa & Nebraska Railway Company*, 33 N. W. Reporter, 140.



## KILLING STOCK; EVIDENCE.

In an action brought against a railroad company to recover damages for injuries alleged to have been caused to plaintiff's horse through the negligence of defendant in failing to fence its track, when the court instructs the jury that, in order to entitle plaintiff to recover he must establish by a preponderance of the evidence, that the horse was injured by being driven by one of defendant's trains into a cattle-guard, and the only evidence tending to prove that fact is that the tracks of three horses, one of which was the horse injured, showed that they were "going fast" on the right of way, before the cattle-guard was reached and afterward, and that, during the night in which the accident occurred, a train passed over the road, the presumption that the horses were frightened by a train is a mere surmise, and a verdict for the plaintiff cannot be sustained. *Moore v. Burlington & Northwestern Railway Company*, 33 N. W. Reporter, 371.

## SUBSCRIPTION TO RAILROAD.

It is no defense to an action on a "railroad aid" subscription conditioned on the completion of the road to Iowa Falls by September 1, 1884, that the company had broken an oral promise, which was part of the consideration, to complete the line from Iowa Falls to Forest City within one year from the date fixed in the contract for the completion of the road to Iowa Falls, and that the company had abandoned the project of building the line between these points. The rights of the parties are governed by the written contract, and oral evidence is not admissible to show a condition not embodied in the written agreement. *Blair v. Buttolph*, 33 N. W. Reporter, 349.

## KILLING STOCK; CONTRIBUTORY NEGLIGENCE.

In an action against a railroad company for injury to stock, the company pleaded contributory negligence, in that the plaintiff permitted his horses to run at large contrary to the herd law. The trial court in stating the issues to the jury, failed to present this question, but in a subsequent instruction the court correctly stated the law as to the duty of plaintiff to restrain his stock.

*Held*, that there was no error; it not being required that the issues should be stated in a single paragraph of the charge. It appeared from the testimony that plaintiff, after plowing all day with the horses, brought them home about 7 o'clock in the evening and turned them loose in an enclosed lot adjoining a highway. There was an aperture for a gate on the side next to the highway, which was left open except for a single loose bar about four feet from the ground. The horses pushed this bar aside while the plaintiff

was at supper, escaped into the highway and upon the crossing where they were killed by defendant's train.

*Held*, that it was for the jury to say whether turning the horses into this lot, under the circumstances, was contributory negligence, or equivalent to allowing them to remain at large within the meaning of the Iowa herd law, prohibiting stock from running at large during certain hours of the day. *Tuniers v. Chicago, Rock Island & Pacific Railway Company*, 33 N. W. Reporter, 379.



## INTER-STATE COMMERCE LAW.

### RULES OF PRACTICE IN CASES AND PROCEEDINGS BEFORE THE COMMISSION.

#### DIGEST OF DECISIONS OF THE INTER-STATE COMMISSION.

#### TEXT OF THE INTER-STATE COMMERCE LAW.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled.*

That the provisions of this act shall apply to any common carrier or carriers engaged in the transportation of passengers or property wholly by railroad, or partly by railroad and partly by water when both are used, under a common control, management, or arrangement, for a continuous carriage or shipment, from one State or Territory of the United States, or the District of Columbia, to any other State or Territory of the United States, or the District of Columbia, or from any place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country to any other place in the United States, and also to the transportation in like manner of property shipped from any place in the United States to a foreign country and carried from such place to a port of trans-shipment, or shipped from a foreign country to any place in the United States and carried to such place from a port of entry either in the United States or an adjacent foreign country: *Provided, however,* That the provisions of this act shall not apply to the transportation of passengers or property, or to the receiving, delivering, storage, or handling of property, wholly within one State, and not shipped to or from a foreign country from or to any State or Territory as aforesaid.

The term "railroad" as used in this act shall include all bridges and ferries used or operated in connection with any railroad, and also all the road in use by any corporation operating a railroad, whether owned or operated

under a contract, agreement, or lease; and the term "transportation" shall include all instrumentalities of shipment or carriage.

All charges made for any service rendered or to be rendered in the transportation of passengers or property as aforesaid, or in connection therewith, or for the receiving, delivering, storage, or handling of such property, shall be reasonable and just; and every unjust and unreasonable charge for such service is prohibited and declared to be unlawful.

SEC. 2. That if any common carrier subject to the provisions of this act shall, directly or indirectly, by any special rate, rebate, drawback, or other device, charge, demand, collect, or receive from any person or persons a greater or less compensation for any service rendered, or to be rendered, in the transportation of passengers or property, subject to the provisions of this act, than it charges, demands, collects, or receives from any other person or persons for doing for him or them a like and contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions, such common carrier shall be deemed guilty of unjust discrimination, which is hereby prohibited and declared to be unlawful.

SEC. 3. That it shall be unlawful for any common carrier subject to the provisions of this act to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation, or locality, or any particular description of traffic, in any respect whatsoever, or to subject any particular person, company, firm, corporation, or locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

Every common carrier subject to the provisions of this act shall, according to their respective powers, afford all reasonable, proper, and equal facilities for the interchange of traffic between their respective lines, and for the receiving, forwarding, and delivering of passengers and property to and from their several lines and those connecting therewith, and shall not discriminate in their rates and charges between such connecting lines; but this shall not be construed as requiring any such common carrier to give the use of its tracks or terminal facilities to another carrier engaged in like business.

SEC. 4. That it shall be unlawful for any common carrier subject to the provisions of this act to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kind of property, under substantially similar circumstances and conditions, for a shorter than for a longer distance over the same line, in the same direction, the shorter being included within the longer distance; but this shall not be construed as authorizing any common carrier within the terms of this act to charge and receive as great compensation for a shorter as for a longer distance: *Provided, however,* That upon application to the Commission appointed under the provisions of this act, such common carrier may, in special cases, after investigation by the Commission, be authorized to charge less for longer than for shorter distances for the transportation of passen-



gers or property; and the Commission may from time to time prescribe the extent to which such designated common carrier may be relieved from the operation of this section of this act.

SEC. 5. That it shall be unlawful for any common carrier subject to the provisions of this act to enter into any contract, agreement, or combination with any other common carrier or carriers for the pooling of freights of different and competing railroads, or to divide between them the aggregate or net proceeds of the earnings of such railroads, or any portion thereof; and in any case of an agreement for the pooling of freights as aforesaid, each day of its continuance shall be deemed a separate offense.

SEC. 6. That every common carrier subject to the provisions of this act shall print and keep for public inspection schedules showing the rates and fares and charges for the transportation of passengers and property which any such common carrier has established and which are in force at the time upon its railroad, as defined by the first section of this act. The schedules printed as aforesaid by any such common carrier shall plainly state the places upon its railroad between which property and passengers will be carried, and shall contain the classification of freight upon such railroad, and shall also state separately the terminal charges and any rules or regulations which in anywise change, affect or determine any part of the aggregate of such aforesaid rates and fares and charges. Such schedules shall be plainly printed in large type, of at least the size of ordinary pica, and copies for the use of the public shall be kept in every depot or station upon such railroad, in such places and in such form that they can be conveniently inspected.

Any common carrier subject to the provisions of this act receiving freight in the United States to be carried through a foreign country to any place in the United States shall also in like manner print and keep for public inspection, at every depot where such freight is received for shipment, schedules showing the through rates established and charged by such common carrier to all points in the United States beyond the foreign country to which it accepts freight for shipment; and any freight shipped from the United States through a foreign country into the United States, the through rate on which shall not have been made public as required by this act, shall, before it is admitted into the United States from said foreign country, be subject to customs duties as if said freight were of foreign production; and any law in conflict with this section is hereby repealed.

No advance shall be made in the rates, fares and charges which have been established and published as aforesaid by any common carrier in compliance with the requirements of this section, except after ten days' public notice, which shall plainly state the changes proposed to be made in the schedule then in force, and the time when the increased rates, fares or charges shall go into effect; and the proposed changes shall be shown by printing new schedules, or shall be plainly indicated upon the schedules in force at the time and kept for public inspection. Reductions in such published rates, fares or charges may be made without previous public notice; but whenever any such reduction is made, notice of the same shall immediately be publicly posted, and the changes made shall be made public by printing

new schedules, or shall immediately be plainly indicated upon the schedules at the time in force and kept for public inspection.

And when any such common carrier shall have established and published its rates, fares and charges, in compliance with the provisions of this section, it shall be unlawful for such common carrier to charge, demand, collect or receive from any person or persons a greater or less compensation for the transportation of passengers or property, or for any services in connection therewith, than is specified in such published schedule of rates, fares and charges as may at the time be in force.

Every common carrier subject to the provisions of this act shall file with the Commission hereinafter provided for copies of its schedules of rates, fares and charges which have been established and published in compliance with the requirements of this section, and shall promptly notify said Commission of all changes made in the same. Every such common carrier shall also file with said Commission copies of all contracts, agreements or arrangements with other common carriers in relation to any traffic affected by the provisions of this act to which it may be a party. And in cases where passengers and freight pass over continuous lines or routes operated by more than one common carrier, and the several common carriers operating such lines or routes establish joint tariffs of rates or fares or charges for such continuous lines or routes, copies of such joint tariffs shall also, in like manner, be filed with said Commission. Such joint rates, fares and charges on such continuous lines so filed as aforesaid shall be made public by such common carriers when directed by said Commission, in so far as may, in the judgment of the Commission, be deemed practicable; and said Commission shall from time to time prescribe the measure of publicity which shall be given to such rates, fares and charges, or to such part of them as it may deem it practicable for such common carriers to publish, and the places in which they shall be published; but no common carrier party to any such joint tariff shall be liable for the failure of any other common carrier party thereto to observe and adhere to the rates, fares or charges thus made and published.

If any such common carrier shall neglect or refuse to file or publish its schedules or tariffs of rates, fares, and charges as provided in this section, or any part of the same, such common carrier shall, in addition to other penalties herein prescribed, be subject to a writ of mandamus, to be issued by any circuit court of the United States in the judicial district wherein the principal office of said common carrier is situated or wherein such offense may be committed, and if such common carrier be a foreign corporation, in the judicial circuit wherein such common carrier accepts traffic and has an agent to perform such service, to compel compliance with the aforesaid provisions of this section; and such writ shall issue in the name of the people of the United States, at the relation of the Commissioners appointed under the provisions of this act; and failure to comply with its requirements shall be punishable as and for a contempt; and the said Commissioners, as complainants, may also apply, in any such circuit court of the United States, for a writ of injunction against such common carrier, to restrain such common



carrier from receiving or transporting property among the several States and Territories of the United States, or between the United States and adjacent foreign countries, or between ports of transshipment and of entry and the several States and Territories of the United States, as mentioned in the first section of this act, until such common carrier shall have complied with the aforesaid provisions of this section of this act.

SEC. 7. That it shall be unlawful for any common carrier subject to the provisions of this act to enter into any combination, contract, or agreement, expressed or implied, to prevent, by change of time, schedule, carriage in different cars, or by other means or devices, the carriage of freights from being continuous from the place of shipment to the place of destination; and no break of bulk, stoppage, or interruption made by such common carrier shall prevent the carriage of freights from being and being treated as one continuous carriage from the place of shipment to the place of destination, unless such break, stoppage, or interruption was made in good faith for some necessary purpose, and without any intent to avoid or unnecessarily interrupt such continuous carriage or to evade any of the provisions of this act.

SEC. 8. That in case any common carrier subject to the provisions of this act shall do, cause to be done, or permit to be done any act, matter, or thing in this act prohibited or declared to be unlawful, or shall omit to do any act, matter, or thing in this act required to be done, such common carrier shall be liable to the person or persons injured thereby for the full amount of damages sustained in consequence of any such violation of the provisions of this act, together with a reasonable counsel or attorney's fee, to be fixed by the court in every case of recovery, which attorney's fee shall be taxed and collected as part of the costs in the case.

SEC. 9. That any person or persons claiming to be damaged by any common carrier subject to the provisions of this act may either make complaint to the Commission as hereinafter provided for, or may bring suit in his or their own behalf for the recovery of the damages for which such common carrier may be liable under the provisions of this act, in any district or circuit court of the United States of competent jurisdiction; but such person or persons shall not have the right to pursue both of said remedies, and must in each case elect which one of the two methods of procedure herein provided for he or they will adopt. In any such action brought for the recovery of damages the court before which the same shall be pending may compel any director, officer, receiver, trustee, or agent of the corporation or company defendant in such suit to attend, appear, and testify in such case, and may compel the production of the books and papers of such corporation or company party to any such suit; the claim that any such testimony or evidence may tend to criminate the person giving such evidence shall not excuse such witness from testifying, but such evidence or testimony shall not be used against such person on the trial of any criminal proceeding.

SEC. 10. That any common carrier subject to the provisions of this act, or, whenever such common carrier is a corporation, any director or officer thereof, or any receiver, trustee, lessee, agent, or person acting for or em-

ployed by such corporation, who, alone or with any other corporation, company, person, or party, shall willfully do or cause to be done, or shall willingly suffer or permit to be done, any act, matter, or thing in this act prohibited or declared to be unlawful, or who shall aid or abet therein, or shall willfully omit or fail to do any act, matter, or thing in this act required to be done, or shall cause or willingly suffer or permit any act, matter, or thing so directed or required by this act to be done not to be so done, or shall aid or abet any such omission or failure, or shall be guilty of any infraction of this act, or shall aid or abet therein, shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof in any district court of the United States within the jurisdiction of which such offense was committed, be subject to a fine of not to exceed five thousand dollars for each offense.

SEC. 11. That a Commission is hereby created and established, to be known as the Interstate Commerce Commission, which shall be composed of five Commissioners, who shall be appointed by the President, by and with the advice and consent of the Senate. The Commissioners first appointed under this act shall continue in office for the term of two, three, four, five and six years, respectively, from the first day of January, anno Domini eighteen hundred and eighty-seven, the term of each to be designated by the President; but their successors shall be appointed for terms of six years, except that any person chosen to fill a vacancy shall be appointed only for the unexpired time of the Commissioner whom he shall succeed. Any Commissioner may be removed by the President for inefficiency, neglect of duty, or malfeasance in office. Not more than three of the Commissioners shall be appointed from the same political party. No person in the employ of or holding any official relation to any common carrier subject to the provisions of this act, or owning stock or bonds thereof, or who is in any manner pecuniarily interested therein, shall enter upon the duties of or hold such office. Said Commissioners shall not engage in any other business, vocation or employment. No vacancy in the Commission shall impair the right of the remaining Commissioners to exercise all the powers of the Commission.

SEC. 12. That the Commission hereby created shall have authority to inquire into the management of the business of all common carriers subject to the provisions of this act, and shall keep itself informed as to the manner and method in which the same is conducted, and shall have the right to obtain from such common carriers full and complete information necessary to enable the Commission to perform the duties and carry out the objects for which it was created; and for the purposes of this act the Commission shall have power to require the attendance and testimony of witnesses and the production of all books, papers, tariffs, contracts, agreements and documents relating to any matter under investigation, and to that end may invoke the aid of any court of the United States in requiring the attendance and testimony of witnesses and the production of books, papers and documents under the provisions of this section.

And any of the circuit courts of the United States within the jurisdiction of which such inquiry is carried on, may, in case of contumacy or refusal to



obey a subpoena issued to any common carrier subject to the provisions of this act, or other person, issue an order requiring such common carrier or other person to appear before said Commission (and produce books and papers if so ordered) and give evidence touching the matter in question; and any failure to obey such order of the court may be punished by such court as a contempt thereof. The claim that any such testimony or evidence may tend to criminate the person giving such evidence shall not excuse such witness from testifying; but such evidence or testimony shall not be used against such person on the trial of any criminal proceeding.

SEC. 13. That any person, firm, corporation, or association, or any mercantile, agricultural, or manufacturing society, or any body politic or municipal organization complaining of anything done or omitted to be done by any common carrier subject to the provisions of this act in contravention of the provisions thereof, may apply to said Commission by petition, which shall briefly state the facts; whereupon a statement of the charges thus made shall be forwarded by the Commission to such common carrier, who shall be called upon to satisfy the complaint or to answer the same in writing within a reasonable time, to be specified by the Commission. If such common carrier, within the time specified, shall make reparation for the injury alleged to have been done, said carrier shall be relieved of liability to the complainant only for the particular violation of law thus complained of. If such carrier shall not satisfy the complaint within the time specified, or there shall appear to be any reasonable ground for investigating said complaint, it shall be the duty of the Commission to investigate the matters complained of in such manner and by such means as it shall deem proper.

Said Commission shall in like manner investigate any complaint forwarded by the railroad commissioner or railroad commission of any State or Territory, at the request of such commissioner or commission, and may institute any inquiry on its own motion in the same manner and to the same effect as though complaint had been made.

No complaint shall at any time be dismissed because of the absence of direct damage to the complainant.

SEC. 14. That whenever an investigation shall be made by said Commission, it shall be its duty to make a report in writing in respect thereto, which shall include the findings of fact upon which the conclusions of the Commission are based, together with its recommendation as to what reparation, if any, should be made by the common carrier to any party or parties who may be found to have been injured; and such findings so made shall thereafter, in all judicial proceedings, be deemed *prima facie* evidence as to each and every fact found.

All reports of investigations made by the Commission shall be entered of record, and a copy thereof shall be furnished to the party who may have complained, and to any common carrier that may have been complained of.

SEC. 15. That if in any case in which an investigation shall be made by said Commission it shall be made to appear to the satisfaction of the Commission, either by the testimony of witnesses or other evidence, that any-

thing has been done or omitted to be done in violation of the provisions of this act, or of any law cognizable by said Commission, by any common carrier, or that any injury or damage has been sustained by the party or parties complaining, or by other parties aggrieved in consequence of any such violation, it shall be the duty of the Commission to forthwith cause a copy of its report in respect thereto to be delivered to such common carrier, together with a notice to said common carrier to cease and desist from such violation, or to make reparation for the injury so found to have been done, or both, within a reasonable time, to be specified by the Commission; and if, within the time specified, it shall be made to appear to the Commission that such common carrier has ceased from such violation of law, and has made reparation for the injury found to have been done, in compliance with the report and notice of the Commission, or to the satisfaction of the party complaining, a statement to that effect shall be entered of record by the Commission, and the said common carrier shall thereupon be relieved from further liability or penalty for such particular violation of law.

SEC. 16. That whenever any common carrier, as defined in and subject to the provisions of this act, shall violate or refuse or neglect to obey any lawful order or requirement of the Commission in this act named, it shall be the duty of the Commission, and lawful for any company or person interested in such order or requirement, to apply, in a summary way, by petition, to the circuit court of the United States sitting in equity in the judicial district in which the common carrier complained of has its principal office, or in which the violation or disobedience of such order or requirement shall happen, alleging such violation or disobedience, as the case may be; and the said court shall have power to hear and determine the matter, on such short notice to the common carrier complained of as the court shall deem reasonable; and such notice may be served on such common carrier, his or its officers, agents, or servants, in such manner as the court shall direct; and said court shall proceed to hear and determine the matter speedily as a court of equity, and without the formal pleadings and proceedings applicable to ordinary suits in equity, but in such manner as to do justice in the premises; and to this end such court shall have power, if it think fit, to direct and prosecute, in such mode and by such persons as it may appoint, all such inquiries as the court may think needful to enable it to form a just judgment in the matter of such petition; and on such hearing the report of said Commission shall be *prima facie* evidence of the matters therein stated; and if it be made to appear to such court on such hearing or on report of any such person or persons that the lawful order or requirement of said Commission drawn in question has been violated or disobeyed, it shall be lawful for such court to issue a writ of injunction or other proper process, mandatory or otherwise, to restrain such common carrier from further continuing such violation or disobedience of such order or requirement of said Commission, and enjoining obedience to the same; and in case of any disobedience of any such writ of injunction or other proper process, mandatory or otherwise, it shall be lawful for such court to issue writs of attachment, or any other process of said court incident or applicable to writs of



injunction or other proper process, mandatory or otherwise, against such common carrier, and if a corporation, against one or more of the directors, officers, or agents of the same, or against any owner, lessee, trustee, receiver, or other person failing to obey such writ of injunction or other proper process, mandatory or otherwise; and said court may, if it shall think fit, make an order directing such common carrier or other person so disobeying such writ of injunction or other proper process, mandatory or otherwise, to pay such sum of money, not exceeding for each carrier or person in default the sum of \$500, for every day after a day to be named in the order that such carrier or other person shall fail to obey such injunction or other proper process, mandatory or otherwise; and such moneys shall be payable, as the court shall direct, either to the party complaining, or into court to abide the ultimate decision of the court, or into the treasury; and payment thereof may, without prejudice to any other mode of recovering the same, be enforced by attachment or order in the nature of a writ of execution, in like manner as if the same had been recovered by a final decree in personam in such court. When the subject in dispute shall be of the value of two thousand dollars or more, either party to such proceeding before said court may appeal to the Supreme Court of the United States, under the same regulations now provided by law in respect of security for such appeal; but such appeal shall not operate to stay or supersede the order of the court or the execution of any writ or process thereon; and such court may, in every such matter, order the payment of such costs and counsel fees as shall be deemed reasonable. Whenever any such petition shall be filed or presented by the Commission it shall be the duty of the district attorney, under the direction of the Attorney-General of the United States, to prosecute the same; and the costs and expenses of such prosecution shall be paid out of the appropriation for the expenses of the courts of the United States. For the purposes of this act, excepting its penal provisions, the circuit courts of the United States shall be deemed to be always in session.

SEC. 17. That the Commission may conduct its proceedings in such manner as will best conduce to the proper dispatch of business and to the ends of justice. A majority of the Commission shall constitute a quorum for the transaction of business, but no Commissioner shall participate in any hearing or proceeding in which he has any pecuniary interest. Said Commission may, from time to time, make or amend such general rules or orders as may be requisite for the order and regulation of proceedings before it, including forms of notices and the service thereof, which shall conform, as nearly as may be, to those in use in the courts of the United States. Any party may appear before said Commission and be heard, in person or by attorney. Every vote and official act of the Commission shall be entered of record, and its proceedings shall be public upon the request of either party interested. Said Commission shall have an official seal, which shall be judicially noticed. Either of the members of the Commission may administer oaths and affirmations.

SEC. 18. That each Commissioner shall receive an annual salary of seven

thousand five hundred dollars, payable in the same manner as the salaries of judges of the courts of the United States. The commission shall appoint a secretary, who shall receive an annual salary of three thousand five hundred dollars, payable in like manner. The Commission shall have authority to employ and fix the compensation of such other employees as it may find necessary to the proper performance of its duties, subject to the approval of the Secretary of the Interior.

The Commission shall be furnished by the Secretary of the Interior with suitable offices and all necessary office supplies. Witnesses summoned before the Commission shall be paid the same fees and mileage that are paid witnesses in the courts of the United States.

All of the expenses of the Commission, including all necessary expenses for transportation incurred by the Commissioners, or by their employees under their orders, in making any investigation in any other places than in the city of Washington, shall be allowed and paid, on the presentation of itemized vouchers therefor approved by the chairman of the Commission and the Secretary of the Interior.

SEC. 19. That the principal office of the Commission shall be in the city of Washington, where its general sessions shall be held; but whenever the convenience of the public or of the parties may be promoted or delay or expense prevented thereby, the Commission may hold special sessions in any part of the United States. It may, by one or more of the Commissioners, prosecute any inquiry necessary to its duties, in any part of the United States, into any matter or question of fact pertaining to the business of any common carrier subject to the provisions of this act.

SEC. 20. That the Commission is hereby authorized to require annual reports from all common carriers subject to the provisions of this act, to fix the time and prescribe the manner in which such reports shall be made, and to require from such carriers specific answers to all questions upon which the Commission may need information. Such annual reports shall show in detail the amount of capital stock issued, the amounts paid therefor, and the manner of payment for the same; the dividends paid, the surplus fund, if any, and the number of stockholders; the funded and floating debts and the interest paid thereon; the cost and value of the carriers property, franchises, and equipment; the number of employees and the salaries paid each class; the amounts expended for improvements each year, how expended, and the character of such improvements; the earnings and receipts from each branch of business and from all sources; the operating and other expenses; the balances of profit and loss; and a complete exhibit of the financial operations of the carrier each year, including an annual balance-sheet. Such reports shall also contain such information in relation to rates or regulations concerning fares or freights, or agreements, arrangements, or contracts with other common carriers, as the Commission may require; and the said Commission may, within its discretion, for the purpose of enabling it the better to carry out the purposes of this act, prescribe (if in the opinion of the Commission it is practicable to prescribe such uniformity and



methods of keeping accounts) a period of time within which all common carriers subject to the provisions of this act shall have, as near as may be, a uniform system of accounts, and the manner in which such accounts shall be kept.

SEC. 21. That the Commission shall, on or before the first day of December in each year, make a report to the Secretary of the Interior, which shall be by him transmitted to Congress, and copies of which shall be distributed as are the other reports issued from the Interior Department. This report shall contain such information and data collected by the Commission as may be considered of value in the determination of questions connected with the regulation of commerce, together with such recommendations as to additional legislation relating thereto as the Commission may deem necessary.

SEC. 22. That nothing in this act shall apply to the carriage, storage, or handling of property free or at reduced rates for the United States, State, or municipal governments, or for charitable purposes, or to or from fairs and expositions for exhibition thereat, or the issuance of mileage, excursion, or commutation passenger tickets; nothing in this act shall be construed to prohibit any common carrier from giving reduced rates to ministers of religion; nothing in this act shall be construed to prevent railroads from giving free carriage to their own officers and employees, or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies or their officers and employees; and nothing in this act contained shall in any way abridge or alter the remedies now existing at common law or by statute, but the provisions of this act are in addition to such remedies: *Provided*, That no pending litigation shall in any way be affected by this act.

SEC. 23. That the sum of one hundred thousand dollars is hereby appropriated for the use and purposes of this act for the fiscal year ending June thirtieth, anno Domini eighteen hundred and eighty-eight, and the intervening time anterior thereto.

SEC. 24. That the provisions of sections 11 and 18 of this act, relating to the appointment and organization of the Commission herein provided for, shall take effect immediately, and the remaining provisions of this act shall take effect sixty days after its passage.

## RULES OF PRACTICE.

### I.

When at Washington the Commission will hold its general sessions at 11 o'clock A. M. daily, except Saturdays and Sundays, for the reception and hearing of petitions and complaints, and the transaction of such other business as may be brought before it. The sessions will be held at the office of the Commission in the Sun Building, No. 1315 F Street, northwest. When special sessions are held at other places, such regulations as may be necessary will be made by the Commission.

### II.

#### PETITIONS UNDER SECTION 4.

Applications under the fourth section of the act for authority to charge less for longer than for shorter distances for the transportation of passengers or property must be made by petition addressed to the Commission by the carrier or carriers desiring the relief. The petition must state with particularity the extent of the relief desired, and the points at and between which authority is asked to charge less for longer distances; the reasons for the relief sought must also be set forth, and the facts upon which the application is founded. The petition must be verified by some officer or agent of the carrier in whose behalf it is presented, to the effect that the allegations of the petition are true to the knowledge or belief of the affiant. Notice must be published by a petitioner in not less than two newspapers along the line of the road having general circulation, for at least ten days prior to the presentation of a petition, stating briefly the nature of the relief intended to be applied for and the time when the application will be presented, and proof of each publication must be filed with the petition.

### III.

Upon the presentation of a petition for relief an investigation will be made by the Commission at a time and place to be designated, when testimony will be received for and against the prayer of the petition. After investigation the Commission will make such order as may appear to be just and appropriate upon the facts and circumstances of the case.



## IV.

## COMPLAINTS UNDER SECTION 13.

Complaints under section 13 of the act of anything done or omitted to be done by any common carrier subject to the provisions of the act, in contravention of the provisions thereof, must be made by petition, which must briefly state the facts which are claimed to constitute a violation of the act, and must be verified by the petitioner, or by some officer or agent of the corporation, society or other body or organization making the complaint, to the effect that the allegations of the petition are true to the knowledge or belief of the affiant.

The complainant must furnish as many written or printed copies of the complaint or petition as there may be parties complained against to be served. When a complaint is made the name of the carrier complained against must be set forth in full, and the address of the petitioner, and the name and address of his attorney or counsel, if any, must be indorsed upon the complaint.

The Commission will cause a copy of the complaint to be served upon each common carrier complained against, by mail or personally, in its discretion, with notice to the carrier or carriers to satisfy the complaint or to answer the same in writing within the time specified.

## V.

## ANSWERS.

A carrier complained against must answer the complaint made within twenty days from the date of the notice, unless the Commission shall in particular cases prescribe a shorter time for the answer to be served, and in such cases the answer must be made within the time prescribed. The original answer must be filed with the Commission, at its office in Washington, and a copy thereof must at the same time be served upon the complainant by the party answering, personally or by mail. The answer must admit or deny the material allegations of fact contained in the complaint, and may set forth any additional facts claimed to be material to the issue. The answer must be verified in the same manner as the complaint. If a carrier complained against shall make satisfaction before answering, a written acknowledgement of satisfaction must be filed with the Commission, and in that case the fact of satisfaction without other matter may be set forth in the answer filed and served on the complainant. If satisfaction be made after the filing and service of an answer a supplemental answer setting forth the fact of satisfaction may be filed and served.

## VI.

If a carrier complained against shall deem the complaint insufficient to show a breach of legal duty, it may, instead of filing an answer, serve on the complainant notice for a hearing of the case on the complaint, and in

case of the service of such notice the facts stated in the complaint will be taken as admitted. The filing of an answer will not be deemed an admission of the sufficiency of the complaint, but a motion to dismiss for insufficiency may be made at the hearing.

## VII.

## ADJOURNMENTS AND EXTENSIONS OF TIME.

Adjournments and extensions of time may be granted upon the application of parties in the discretion of the Commission.

## VIII.

## HEARINGS.

Upon issue being joined by the service of answer, the Commission, upon request of either party, will assign a time and place for hearing the same, which will be at its office in Washington unless otherwise ordered. Witnesses will be examined orally before the Commission, except in cases when special orders are made for the taking of testimony otherwise. The petitioner or complainant must in all cases prove the existence of the facts alleged to constitute a violation of the act, unless the carrier complained of shall admit the same, or shall fail to answer the complaint. Facts alleged in the answer must be proved by the carrier, unless admitted by the petitioner on the hearing.

In cases of failure to answer, the Commission will take such proof of the charge as may be deemed reasonable and proper, and make such order thereon as the circumstances of the case appear to require.

## IX.

## WITNESSES AND DEPOSITIONS.

Subpoenas requiring the attendance of witnesses will be issued by any member of the Commission in all cases and proceedings before it, and witnesses will be required to obey the subpoena served upon them requiring their attendance or the production of any books, papers, tariffs, contracts, agreements, or documents relating to any matter under investigation or pending before the Commission.

Upon application to the Commission authority may be given, in the discretion of the Commission, to any party to the deposition of any witnesses who may be shown, for some sufficient reason, to be unable to attend in person.

(AMENDMENT JUNE 15, 1887.)

Where a cause is at issue on petition and answer, each party may proceed at once to take depositions of witnesses in the manner provided by sections 863 and 864 of the revised statutes of the United States, and transmit them



to the Secretary of the Commission without making any application to, or obtaining any authority from the Commission for that purpose.

## X.

## AMENDMENTS.

Upon application by any petitioner or party, amendments may be allowed by the Commission, in its discretion, to any petition, answer, or other pleading in any proceeding before the Commission.

## XI.

## COPIES.

Copies of any petition, complaint, or answer, in any matter or proceeding before the Commission, or of any order, decision, or opinion by the Commission, will be furnished upon application by any person or carrier desiring the same, upon payment of the expense thereof.

## XII.

## AFFIDAVITS.

Affidavits to a petition, complaint, or answer may be taken before any officer of the United States, or of any State or Territory, authorized to administer oaths.

## DIGEST OF DECISIONS.

## JOINT TARIFFS.

*It is ordered as follows:* Joint tariffs of rates, fares, or charges, established by two or more common carriers for the transportation of passengers or freight passing over continuous lines or routes, copies of which are required by the sixth section of the "act to regulate commerce" to be filed with the Commission, shall be made public so far as the same relate to business between points which are connected by the line of any single common carrier required by the first paragraph of said section to make public schedules of its rates, fares and charges. Such joint tariffs shall be so published by plainly printing the same in large type of at least the size of ordinary "pica," copies of which shall be kept for the use of the public in such places and in such form that they can be conveniently inspected, at every depot or station upon the line of the carriers uniting in such joint tariff where any business is transacted in competition with the business of a carrier whose schedules are required by law to be made public as aforesaid.

## CONSTRUCTION OF THE FOURTH SECTION.

The Southern Pacific Railroad applied for a construction of the fourth section of the inter-State commerce act as to the right of that company to make competing prices to Atlantic ports at less rates than local rates charged from San Francisco to New York. *Held* that applications for special exception under the "act" can only be granted after investigation into the facts, and that a case must first be formally presented by petition.

## CONSTRUCTION OF THE ACT ON ABSTRACT QUESTIONS.

The Order of Railway Conductors and the Traders and Travelers Union asked the Commissioners for a construction of the law as affecting free baggage, and the granting of passes to the families of employes, etc. *Held* that the Commission will not express opinions on abstract questions, nor on questions presented by *ex parte* statements of facts, nor on questions of construction of the statute presented for its advice, but without any controversy pending before it on complaint of violation of law.



Where the question on which advice is sought is whether carriers subject to the act may now grant any particular right or privilege which they were accustomed to grant before, the carrier should, in the first instance, determine it for themselves, and after a complaint has been filed the Commissioners will determine the matter.

#### SPECIAL RATES FOR INDIAN SUPPLIES.

Section 22 of the "act" provides "that nothing in this act shall apply to the carriage, storage, or handling of property free or at reduced rates for the United States." *Held* that supplies contracted for by the government to be delivered at points designated may properly be transported at special rates without publishing the rate.

#### SUSPENSION OF THE ACT FOR PARTICULAR INDUSTRIES.

The Marshalltown Barb Steel Wire Company asked for permission for the continuance of a "transit" rate. *Held* that the case set out in the petition makes no complaint of a violation of the "act" by the railroad companies, and not being one of the exceptional cases for which the law provides the Commission is powerless to make any order upon it.

#### DISCRIMINATIONS; MILLING IN TRANSIT.

The St. Louis Millers Association complain of discriminating rates on flour from Minneapolis under what is known as the "transit" system. *Held* that the Commission has no authority to grant special privileges; and that as the petition does not complain of the "transit" rate, but asks to have it applied to the St. Louis millers that the "transit" rate is not before the Commission; that if it is "pernicious" it would be unwarrantable to extend the mischief.

#### DISTRIBUTION OF FISH BY U. S. COMMISSION.

*Held*, that the distribution of fish and fish eggs by authority of the Government falls within the exception contained in section 22 of the "act," and the rate is not governed by the published tariff. The question of free transportation to employes of the fish commission and of the National Museum raised but not passed upon.

#### RATES TO THE SEABOARD FOR EXPORT.

Petitioners asked the Commissioners to authorize the trunk lines to bill export freight to Boston at New York rates, or that the business be continued as it has been done heretofore.

*Held*, that if no discrimination is made between persons engaged in the foreign traffic, but the rebate is paid impartially, and only as a means of protecting the Boston route for the export trade against an excess in charge that would be ruinous to it, that there is no occasion for calling upon the Commission to give sanction to a practice which would be legal without it. Whether all freights from interior points to Boston ought to be carried at rates as low as those prevailing from the same points to New York, is a question not legitimately before the Commission.

#### FREE TRANSPORTATION TO DISABLED SOLDIERS AND SAILORS.

Heretofore the various railroad companies of the country have carried members of the various "Homes" at half rates of fare. Commissioner Black asked for a ruling of the Commission authorizing all lines to continue to grant such half rate permits.

*Held*, that the Commission cannot prematurely impose any construction upon a carrier, however much some particular construction may be desired. Construction is a judicial act involving the decision of some controverted question. The jurisdiction of the Commission in such cases is limited to the decisions of complaints for alleged violations of the law, upon a hearing of the parties interested. The trunk lines, according to the petition, have taken the responsibility of assuming that the allowance of the half rates desired does not constitute unjust discrimination. Every other carrier has the same right to assume its own construction of this provision.

#### UNJUST DISCRIMINATION; INTER-STATE COMMERCE.

The Missouri & Illinois Railroad Tie and Lumber Company complains of the Cape Girardeau & Southwestern Railroad Company, that it fails to give the complainant cars for the transportation of its ties, though at the same time it furnishes cars to a rival dealer. Defendant's road is entirely within the State of Missouri, but the ultimate destination of the ties was in another State.

*Held*, that as the defendant was to be in no way connected with any transportation out of the State, the Commission could not entertain the complaint.



## RELIEF UNDER THE FOURTH SECTION OF THE ACT.

The Southern Railway and Steamship Association, comprised of some eighteen railway companies and some half dozen steamboat and steamship companies, petitioned the Commission for authority to charge less for longer than for shorter distances. The Louisville & Nashville Railroad Company also filed its separate petition for permission to make such rates as competition may render necessary. Similar petitions were presented by other companies. The temporary order of the Commission was that the application be granted temporarily, subject to modification or revocation at any time, upon hearing or otherwise, and that said carriers be relieved from the operation of the fourth section for a period of not greater than ninety days. The Commission fixed April 26th, at Atlanta, Georgia; April 29th, at Mobile; May 2d, at New Orleans; May 4th, at Memphis, for the final hearing of the case, and on June 15th render its opinion, in which it was held, following previous opinions, that the railroad company must take the initiative in fixing rates, and that the Commission will decide upon the justice and propriety of making the greater charge on the short haul under circumstances claimed to be dissimilar, after a complaint has been made by persons considering themselves injured.

The Commissioners placed the following construction upon the "act" as to questions raised in the complaint:

The fact that the short haul is of local traffic and the long haul is not, make a case of dissimilar circumstances and conditions. The prohibition against a greater charge for the shorter distance is limited to cases in which the circumstances and conditions are substantially similar. The words "under substantially similar circumstances and conditions," are used also in the second section, and carriers must judge in the first instance of the similarity of the circumstances and conditions. In case of complaint for a violation by a carrier of the "act," the burden of proof is on the carrier to sustain his departure from the rule prescribed in the statute, and he must be prepared to show that the circumstances were dissimilar.

The cases must be very rare in which the larger charge in the aggregate for the shorter haul of the same kind of property over the same line in the same direction could be justified when no other reason supported it than that the traffic would bear no more. That the traffic must not be charged rates beyond what it can bear, is a just and sound principle when justly applied, but there is a limit to its application. If the rate accepted will cause a loss to the carrier which must be made up on short haul traffic, a successful appeal cannot be made to the statute. Favors in transportation are not to be granted to any one class at the expense of any other.

The existence of actual competition to the extent that the railroad companies are unable to control, important amount may make out the dissimilar circumstances and conditions entitling the carrier to charge less for the longer than the shorter distance, when the competition is with foreign or other roads which are not subject to the provisions of the statute; when

the competition is with carriers by water which are not subject to the provisions of the statute.

In rare and peculiar cases of competition between railroads which are subject to the statute, when a strict application of the general rule of the statute would be destructive of legitimate competition, it is no justification that the shorter haul traffic is more expensive, unless it is exceptionally expensive or the long haul exceptionally inexpensive, the difference being extraordinary. Nor that the lesser charge on the long haul is given to encourage industries. Nor that it is designed to build up trade centers. Nor that the lesser charge is a continuation of favorable rates under which trade centers and industrial establishments have been built up.

## REFUSING FACILITIES FOR FORWARDING PASSENGERS.

The Chicago & Alton Railroad Company complains of the Pennsylvania Railroad Company and other lines, of a violation of the third section of the "act." Defendants refused to sell tickets for and over the line of a connecting road unless such connecting road would enter into an agreement to abstain from paying commissions to their agents on the sales made.

Held, that such a regulation is reasonable, and therefore legal. A railroad company has the right to insist that its agents shall be its employees exclusively, and is not obligated to permit any other company to make them its employees also. One person has no right to interfere with the employees of another, and the statute does not disturb this old and sound principle. The "act" will not require a carrier to sell through tickets over the line of a road whose managers persist in offering commissions to the agents who sell such tickets. A divided service between many masters cannot be satisfactory to any, and as a rule is injurious to the person so employed.

## FAILURE TO FURNISH CARS.

Wm. M. Holbrook *et al.* complain of a failure of the Minneapolis & Manitoba Railroad Company to furnish cars. The evidence submitted by complainants was *ex parte*.

Held, that no order can be made on a complaint which is not supported by evidence.

## EXCESSIVE RATES.

M. A. Fulton complains of excessive freight rates charged by the Minneapolis & Omaha Railroad Company, and F. D. Harding makes a similar complaint against the same company. Neither party offered any evidence.

Held, that the burden of proof is on the complainant to sustain the



charges set out in his petition. The law contemplates that when complaint is made a carrier may change its rates before a hearing is had. This seems to have been done in this case, which is dismissed without prejudice.

#### REBATE CONTRACTS VOID.

*The Providence Coal Company v. The Providence & Worcester Railroad Company.*

An offer by a railroad company to give a discount to any consignee who, within a year, shall receive at any one station a specified amount of freight, which offer purports to be made to secure speedy dispatch, but is not conditioned on speedy dispatch being made, is void, and if a discount is made to one dealer in pursuance of it, all others will be entitled to a like discount.

If the real consideration of the offer were to secure speedy dispatch it should have been open to all who could accept it, regardless of quantity.

An offer of a special discount made professedly on one ground in the published tariff, cannot, when that ground fails, be supported by referring it to some other and different ground.

A railroad company cannot support a discount based on quantity of freight received by any one shipper, on the principles which are applied among merchants, whereby they give better prices in wholesale than in retail dealings. The cases are not analogous, since the naming of the quantity of freight that shall be compared to wholesale purchases must necessarily be altogether arbitrary, and the duty of impartial service which the company owes to the public will preclude special discriminations being determined by arbitrary tests.

The Providence & Worcester Railroad Company has one terminus on the river in Providence, and another across the river in East Providence; the one in Providence having been first constructed, and the other later, and for the convenience of the company. From the Providence terminus to points reached from both the distance is slightly the less. The company is not at liberty to make from Providence to such common points higher charges than from East Providence, in order to force the business to the latter terminus, and would be chargeable with unjust discrimination if it should do so.

The fact that a railroad company for many years has paid the charge for hauling freight from wharves to its station, does not bind it to continue that practice, and if not bound by contract, it may stop doing so at any time.

#### EXTRA BAGGAGE.

*The Traders' and Travelers' Union v. The Philadelphia & Reading Railroad Company and others.* Held, That the power to enforce contracts has not been confided to the Commission. That it has no power to compel common carriers to carry baggage for commercial travelers in excess of that allowed to other passengers without extra charge. The jurisdiction of the Commis-

sion is defined by the statute and relates directly or indirectly to the transportation of persons and freight by carriers at fair and reasonable rates, and with absolute impartiality as to facilities and accommodations.

#### DISCRIMINATION IN NOT USING PATENT STOCK CARS.

The Burton Stock Car Company complains that the Chicago, Burlington & Quincy Railway Company, and other companies refuse to pay the usual mileage for use of its patent stock cars, and also make an extra charge to shippers using them. Held, That as complainant is not a carrier and such an arrangement not being reciprocal but one-sided, it is not unjust discrimination on their part to refuse it. The justness of the charge for transporting the cars was not passed upon.

#### DISCRIMINATION; MILEAGE TICKETS.

*Louis Larson v. The Chicago & Grand Trunk Railway Company, and the Michigan Central Railroad Company v. the same defendant.* Held, That while the twenty-second section of the act provides that nothing therein shall apply to "the issuance of mileage, excursion or commutation passenger tickets," it does not relieve the carrier from the requirements in other parts of the act of impartiality.

The limitations as to the liability of the carrier inserted in these tickets will not justify a lower rate than is charged the general public. That the commercial traveler creates business for the freight department is no reason for giving him special rates. Mileage tickets, when sold by a railroad company, must be sold also to any one who applies for them.

#### UNJUST DISCRIMINATION.

Ralph W. Thatcher complains that the Delaware & Hudson Canal Company and others refuse to carry grain and flour for him from Schenectady to Boston at the proportion of all rail rates from Chicago to Boston. Held, that the fact that railroad companies accept on through shipments from Chicago to Boston a certain sum as their share for the transportation of the freight from Schenectady to Boston is no ground for compelling them to accept a like sum on local shipments from Schenectady to Boston, when it appears that this would be a reduction below the rates made from intermediate stations to Boston, on the same line, and apparently under similar circumstances and conditions. In the absence of proof that the rates from the intermediate points are excessive, the Commission could not require a reduction.



## DISCRIMINATION; COMMERCIAL TRAVELERS.

The Associated Wholesale Grocers of St. Louis, complain of the Missouri Pacific Railway Company that their commercial travelers are unjustly discriminated against in the matter of thousand mile tickets: *Held*, that mileage, excursion and commutation passenger tickets are each issued for a different purpose, and the price for each kind is determined on special consideration.

The charge made for one kind, therefore does not determine what it will be admissible to charge for either of the others.

That a charge of twenty-five dollars for a thousand mile ticket is more than a just and reasonable rate cannot be inferred from the fact that excursion and commutation tickets are sold at less rates. Section 22 of the "act" permits the issuance of mileage, excursion and commutation tickets.

Mileage tickets when issued must be sold impartially to all who apply for them and at the same terms.

## DISCRIMINATION.

*The Boston & Albany Railroad Company v. The Boston & Lowell Railroad Company et al., and The Vermont State Grange v. the same company.*

When complaint is made that one of several companies forming a line for long haul traffic charges more for short hauls on its own line than is charged for long hauls on the line made by all the companies, it is proper to make them all parties defendant, since the low charges on the long haul traffic of all might perhaps be affected by changes made in the higher charges for short haul traffic of one, and, therefore, all may have an interest in being heard.

It is not a grievance of which a railroad company can complain on its own account that its competitor in long haul traffic violates the "long and short haul clause" of the fourth section of the Act to Regulate Commerce, when such company is in no way interested in the high charges made on short haul traffic, and does not aver that there is any connection between such high charges and the low charges made on the competitive traffic.

It is not a valid reason for one railroad company instituting proceedings against another for violating the "long and short haul clause" of the fourth section of the Act to Regulate Commerce, that the complaining party desires to know whether the other is justified in making the high charges on the short haul traffic, in order that it may do the same if such charges are sustained. The case of every road must be determined on its own facts, and a judgment sustaining the charges of one would not determine the rightfulness of similar charges by another.

One may complain on public grounds of a violation of the Act to Regulate Commerce which amounts to a public grievance, without having any

personal interest whatever to be affected by the violation, except as one of the public.

A voluntary State association of persons engaged in an industrial pursuit, and therefore presumably interested in railroad rates in the State, may be complainant in proceedings charging a violation of the "long and short haul clause" of the Act to Regulate Commerce by roads within the State, and praying that such roads be required to cease and desist from such violation.

The "same line" is intended by the "long and short haul clause" of the act in a physical line and not a mere business arrangement. And one piece of road may be part of several lines, as the road from Boston to White River Junction is part of the line from Boston to St. Albans, and also part of the lines severally to Montreal, Ogdensburg, Detroit, Port Hudson and Chicago.

If several roads join in making the tariff which constitutes the lesser charge on the longer haul, while one or more of their number make the greater charge on the shorter haul, the case is within the statute, and those who make such greater charge must justify it.

Railroad companies over whose roads a fast freight line operates, and which divide its expenses and receipts, are responsible for its action in making and filing rates, and must at their peril see that its charges upon traffic over their roads are in conformity to law.

Where the real competition for long haul traffic is by railroad, the fact that there is also possible water competition will not of itself make out the dissimilar circumstances and conditions which will support greater charges on shorter than on longer hauls under the fourth section of the act. The real, not the possible, competition will be considered when such greater charges are in question.

The fact that one railroad line competing for long haul traffic is long and circuitous, and in order to share in the traffic is obliged, as against competitors having more direct lines and able to make more speedy transportation of freights, to make concessions in its charges, will not make out the dissimilar circumstances and conditions intended by the fourth section of the act to regulate commerce, and which alone can justify the greater charge for the shorter than for the longer haul, which is permitted to be made in some cases by that section.

## EXCESSIVE RATES.

George M. Jackson complains that the St. Louis, Atchison & Topeka R'y Company charged him an excessive rate on ties shipped from St. Francis, Kansas, to Kansas City, and also of discrimination. Defendant denied the unjust discrimination and answered that the rate was not what complainant supposed, but very much less. Complainant made no reply, and the Commissioners presumed that he was satisfied.



## UNJUST DISCRIMINATION IN RATES.

*Leverett Leonard v. Union Pacific Railway Co.* No relief can be granted on issues of facts made by the pleadings, unless proof is offered.

Complainant charged unjust discrimination. Defendant admitted the discrimination, but denied that it was unjust. Case dismissed without prejudice.

## EXCLUSIVE RIGHTS.

*Chas. W. Keith et al. v. The Kentucky Central Railroad Co. et al.* Held, that it is the duty of carriers of live stock to provide reasonable and proper facilities for receiving and discharging from their cars all live stock offered for shipment free of charge. This duty is not fully discharged by receiving and discharging from their cars live stock at a depot, access to which must be purchased. Complainants established by the track of defendant chutes of their own. The conveniences furnished by them being suitable they had a right to have their stock loaded therefrom, and the undertaking of the carrier to give a stockyard company an exclusive right with authority to charge loadage cannot be sustained.

## LONG AND SHORT HAUL.

*David F. Allen et al. v. The Louisville, New Albany & Chicago Railroad Company.*

The "long and short haul" clause of the "act" is not violated when a carrier called upon by a consigner for through rates, names such as are greater for the shorter distance when it appears that on its own line the charges are the greater for the longer distance, the connecting road which has the shorter line making the higher rates.

A dealer at Frankfort delivered grain to defendant to be carried to New York, and was charged twenty-five cents a hundred by way of a connecting line at South Wanatah, which, at the same time a twenty-three cent rate was given shippers by way of Indianapolis. Defendant had nothing to do with making rates beyond its own line, except as it agreed to accept its proportion on a mileage basis, and that its own compensation for taking grain from Indianapolis to Michigan City, and also from Indianapolis to South Wanatah, was greater than the compensation received for taking like freight from Frankfort to South Wanatah. These facts show no violation by defendant of the long and short haul clause of the act.

## LAND EXPLORERS TICKETS.

*W. U. Smith v. Union Pacific Railway Company.*

The sale of land explorers tickets and settlers tickets at less than the open rate charged other passengers is unjust discrimination. There must be absolute equality to all passengers enjoying the same accommodations. Railroads may however sell tickets at the regular price with an agreement that the amount paid therefor a part or the whole of it shall be allowed as payment upon land purchased of the carrier.

## REASONABLE RATES; DISCRIMINATION.

*The Boards of Trade of Farmington and other cities v. Chicago, Milwaukee & St. Paul Railway Company.* Rates must not only be reasonable in themselves, but they should be so relatively reasonable as to protect communities and business against unjust discrimination.

When the same carrier operates parallel lines, and for any cause accepts low rates on one of them, it should provide sufficient corresponding advantage to the patrons of the other line to preserve the substantial equality contemplated by the statute.

Low charges upon one of two routes operated by the same carrier should not be made up by relatively higher charges upon the other, when the result affects disastrously the business of communities situated upon the latter line.



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## LAWS OF IOWA.

PASSED BY THE TWENTY-SECOND GENERAL ASSEMBLY.

## CHAPTER 28.

## TO REGULATE RAILROADS AND OTHER COMMON CARRIERS.

AN ACT To Regulate Railroad Corporations and other Common Carriers in this State, and to Increase the Powers and further Define the Duties of the Board of Railroad Commissioners, in Relation to the Same, and to Prevent and Punish Extortion and Unjust Discrimination in the Rates Charged for the Transportation of Passengers and Freights on Railroads in this State, and to Prescribe a Mode of Procedure and Rules of Evidence in Relation thereto, and to Repeal Section 11 of Chapter 77 of the Acts of the Seventeenth General Assembly in Relation to the Board of Railroad Commissioners and all Laws in Force in Direct Conflict with the Provisions of this Act.

*Be it enacted by the General Assembly of the State of Iowa:*

SECTION 1. The provisions of this act shall apply to the transportation of passengers and property, and to receiving, delivering, storage and handling of property wholly within this State and shall apply to all railroad corporations and railway companies, express companies, car companies, sleeping car companies, freight or freight line companies and to any common carrier or carriers engaged in this State in the transportation of passengers or property by railroad therein, and shall also be held to apply to shipments of property made from any point within the State to any point within the State, whether the transportation of the same shall be wholly within this State or partly within this and an adjoining State or States. The term "railroad" as used in this act shall include all bridges and ferries used or operated in connection with any railroad and also all the road in use by any corporation, receiver, trustee or other person operating a railroad whether owned or operated under contract, agreement, lease or otherwise, and the term "transportation" shall include all instrumentalities of shipment or carriage, and the term "railroad corporation" contained in this act shall be deemed and taken to mean all corporations, companies or individuals now owning or operating, or which may hereafter own or operate any railroad in whole or in part in this State; and the provisions of this act shall apply to all persons, firms and companies and to all associations of persons whether incorporated or otherwise that shall do business as common carriers upon any of the lines of railway in this State (street railways excepted) the same as to railroad corporations herein mentioned.

SEC. 2. All charges made for any service rendered or to be rendered in the transportation of passengers or property in this State, as aforesaid or in connection therewith or for the receiving, delivering, storage or handling of such property shall be reasonable and just; and every unjust and unreasonable charge for such service is prohibited and declared to be unlawful.



SEC. 3. That if any common carrier subject to the provisions of this act, shall, directly or indirectly, by any special rate, rebate, drawback, or other device, charge, demand, collect or receive from any person or persons a greater or less compensation for any service rendered, or to be rendered, in the transportation of passengers or property subject to the provisions of this act, than it charges, demands, collects or receives from any other person or persons for doing for him or them a like and contemporaneous service in the transportation of a like kind of traffic, such common carrier shall be deemed guilty of unjust discrimination, which is hereby prohibited and declared to be unlawful; this section, however, is not to be construed as prohibiting a less rate per 100 pounds in a car-load lot than is charged, collected or received for the same kind of freight in less than a car-load lot.

SEC. 4. That it shall be unlawful for any common carrier, subject to the provisions of this act to make or give any preference or advantage to any particular person, company, firm, corporation or locality or any particular description of traffic, in any respect whatsoever or to subject any particular person, company, firm, corporation or locality or any particular description of traffic to any prejudice or disadvantage in any respect whatsoever; provided, however, that nothing herein shall be construed to prevent any common carrier from giving preference as to time of shipment of live stock, uncured meats or other perishable property. All common carriers subject to the provisions of this act, shall, according to their respective powers, afford all reasonable, proper and equal facilities for the interchange of traffic between their respective lines, and for the receiving, forwarding and switching of cars, and the receiving, forwarding and delivering of passengers and property to and from their several lines, and to and from other lines and places connected therewith; and shall not discriminate in their accommodations, rates and charges between such connecting lines. And any common carrier may be required to switch and transfer cars for another for the purpose of being loaded or unloaded, upon such terms and conditions as may be prescribed by the Board of Railroad Commissioners.

SEC. 5. That it shall be unlawful for any common carrier, subject to the provisions of this act, to charge or receive any greater compensation in the aggregate for the transportation of passengers or of a like kind of property for a shorter than for a longer distance over its railroad, all of any portion of the shorter haul being included within the longer. And said common carrier shall charge no more for transporting freight to or from any point on its railroad than a fair and just rate as compared with the price it charges for the same kind of freight transportation to or from any other point.

SEC. 6. That it shall be unlawful for any common carrier subject to the provisions of this act to enter into any contract, agreement or combination with any other common carrier or carriers for the pooling of freight of different and competing railroads, or divide between the aggregate or net proceeds of the earnings of such railroads, or any portion thereof; and in any case of an agreement for the pooling of freights as aforesaid, each day of its continuance shall be deemed a separate offense.

SEC. 7. That every common carrier subject to the provisions of this act, shall print and keep for public inspection, schedules showing the rates and fares and charges for the transportation of passengers and property which any such common carrier has established, and which are in force at the time upon its railroad as defined by the first section of this act. The schedules printed as aforesaid by any such common carrier shall plainly state the places upon its railroads between which property and passengers will be carried and shall contain the classification of freight in force upon such railroad, and shall also state separately any terminal charges and any rules or regulations which in any wise change, affect or determine any part of the aggregate of such aforesaid rates and fares and charges. Such schedules shall be plainly printed in large type of at least the size of ordinary pica, and a copy for the use of the public shall be kept in every freight office and passenger station, on such railroad, where it can be conveniently inspected, and such common carrier shall keep a printed notice posted in every such freight office and passenger station indicating where therein such schedules can be found. No advance shall be made in the rates, fares and charges which have been established and published as aforesaid by any common carrier in compliance with the requirements of this section, except after ten days public notice, which shall plainly state

the changes proposed to be made in the schedules then in force and the time when the increased rates, fares or charges will go into effect; and the proposed changes shall be shown by printing new schedules, or shall be plainly indicated upon the schedules in force at the time and kept for public inspection. Reduction in such published rates, fares or charges may be made without previous public notice, but whenever any such reduction is made, notice of the same shall immediately be publicly posted, and the changes made shall immediately be made public by printing new schedules, or shall immediately be plainly indicated upon the schedules at the time in force and kept for public inspection. And when any such common carrier shall have established and published its rates, fares and charges, in compliance with the provisions of this section, it shall be unlawful for such common carrier to charge, demand collect or receive from any person or persons a greater or less compensation for the transportation of passengers or property, or for any services in connection therewith than is specified in such published schedule of rates, fares and charges as may at the time be in force. Every common carrier subject to the provisions of this act shall file with the Board of Railroad Commissioners of this State, copies of its schedules of rates, fares and charges which have been established and published in compliance with the requirements of this section, and shall promptly notify said Commissioners of all changes made in the same. Every such common carrier shall also file with said Commissioners, copies of all contracts, agreements or arrangements with other common carriers in relation to any traffic affected by the provisions of this act to which it may be a party. And in cases where passengers and freight pass over continuous lines or routes in this State operated by more than one common carrier and the several common carriers operating such lines or routes, have established joint tariffs of rates or fares or charges for such continuous lines or routes, copies of such joint tariffs shall also, in like manner, be filed with said Commissioners. Such joint rates, fares and charges on such continuous lines so filed as aforesaid shall be made public by such common carriers, when directed by said Commissioners in so far as may in the judgment of the Commissioners be deemed practicable; and said Commissioners shall from time to time prescribe the measures of publicity which shall be given to such rates, fares and charges, or to such part of them as they may deem it practicable for such common carriers to publish and the places in which they shall be published; but no common carrier party thereto, to observe and adhere to the rates, fares or charges thus made and published. If any such common carrier shall neglect or refuse to file or publish its schedules or tariffs of rates, fares and charges as provided in this section or any part of the same, such common carriers shall in addition to other penalties herein prescribed be subject to a writ of mandamus to be issued by any district court of this State in the judicial district wherein the principal office of said common carrier is situated, or wherein such offense may be committed. And if such common carrier be a foreign corporation, then such writ may be issued by any district court, in the judicial district where such common carrier accepts traffic and has an agent to perform such service, to compel compliance with the aforesaid provisions of this section and such writ shall issue in the name of the State of Iowa at the relation or upon the petition of the said board of railroad commissioners of this State; and failure to comply with its requirements shall be punishable as and for a contempt; and shall make said corporation liable to a penalty of five hundred dollars (\$500.00) for each day's failure to comply and when any such writ of mandamus, shall be so applied for by said commissioners, no bond shall be required of them by any court or judge, in which or before whom any such application may be made.

SEC. 8. That it shall be unlawful for any common carrier subject to the provisions of this act to enter into any combination, contract or agreement, expressed or implied, to prevent by change of time schedules, carriage in different cars or by other means or devices, the carriage of freights from being continuous from the place of shipment to the place of destination in this State; and no break of bulk, stoppage or interruption made by such common carrier shall prevent the carriage of freights from being and being treated as one continuous carriage from the place of shipment to the place of destination, unless such break, stoppage or interruption was made in good faith for some necessary purpose and without any intent



to avoid or unnecessarily interrupt such continuous carriage or to evade any of the provisions of this act.

SEC. 9. That in case any common carrier subject to the provisions of this act shall do, cause to be done, or permit to be done any act, matter or thing in this act prohibited, or declared to be unlawful, or shall omit to do any act, matter or thing, in this act required to be done, such common carrier shall be liable to the person or persons injured thereby, for three times the amount of damages sustained in consequence of any such violation of the provisions of this act, together with costs of suit and a reasonable counsel or attorneys fee to be fixed by the court in which the same is heard on appeal or otherwise, which shall be taxed and collected as part of the costs in the case; provided that in all cases demand in writing on said common carrier shall be made for the money damages sustained before suit is brought for recovery under this section and that no suit shall be brought until the expiration of fifteen days after such demand.

SEC. 10. That any person or persons claiming to be damaged by any common carrier, subject to the provisions of this act, may either make complaint to the board of railroad commissioners of this State or may bring suit in his or their own behalf for the recovery of damages for which any such common carrier may be liable under the provisions of this act in any court of this State of competent jurisdiction; but such person or persons shall not have the right to pursue both of said remedies at the same time.

In any such action brought for the recovery of damages, the court before whom the same shall be pending may compel any director, officer, receiver, trustee or agent of the corporation or company, defendant in such suit to attend, appear and testify in such case and may compel the production of the books and papers of such corporation or company party to any such suit; the claims that any such testimony or evidence may tend to criminate the person giving such evidence shall not excuse such person or witness from testifying or producing said books and papers; but such evidence or testimony shall not be used against such person in any way, on the trial of any criminal proceedings.

SEC. 11. That except as otherwise specially provided for in sections twenty three to twenty-eight inclusive, of this act, and unless relieved from the consequences of a violation of the law as provided in section fifteen of this act, any common carrier, subject to the provisions of this act, or whenever such common carrier is a corporation, any director or officer thereof, or any receiver, trustee, lessee, agent or person acting for, or employed by such corporation, who, alone or with any other corporation, company, person or party shall willfully do, or cause to be done, or shall willingly suffer or permit to be done any act, matter or thing in this act prohibited or declared to be unlawful, or who shall aid or abet therein, or shall willfully omit or fail to do any act, matter or thing in this act required to be done, or shall cause or willingly suffer, or permit any act, matter or thing so directed or required by this act to be done, not to be so done, or shall aid or abet any such omission, or failure, or shall be guilty of any infraction of this act, or shall aid or abet therein, shall be deemed guilty of a misdemeanor and shall upon conviction thereof in any district court of this State of competent jurisdiction be subject to a fine of not to exceed five thousand dollars (\$5,000) and not less than five hundred dollars (\$500) for each offense.

SEC. 12. That it shall be the duty of and the board of railroad commissioners of this State shall have authority to inquire into the management of the business of all common carriers subject to the provisions of this act, and shall keep itself informed as to the manner and method in which the same is conducted and shall have the right to obtain from such common carriers full and complete information necessary, to enable the said commissioners to perform the duties and carry out the object for which said Board was created and which are contemplated by this act; and for the purposes of this act the said Commissioners shall have power to require the attendance and testimony of witnesses and the production of all books, papers, tariffs, schedules, contracts, agreements and documents relating to any matter under investigation, and to that end may invoke the aid of any court of this State in requiring the attendance and testimony of witnesses and the production of books papers and documents under the provisions of this section. And any court of this State within the jurisdiction of which such inquiry is carried on, shall in case of contumacy, or refusal to obey a subpoena,

or other proper process issued to any common carrier or person subject to the provisions of this act, or other person, issue an order requiring such common carrier, or other person to appear before said Commissioners (and produce books and papers if so ordered) and give evidence touching or in relation to the matter in question; and any failure to obey such order of the court shall be punished by such court as a contempt thereof; the claim that any such testimony or evidence may tend to criminate the person giving such evidence, shall not excuse such person or witness from testifying; but such evidence or testimony shall not be used against such person on the trial of any criminal proceeding.

SEC. 13. That any person, firm, corporation or association, or any mercantile, agricultural or manufacturing society, or any body politic or municipal organization, complaining of anything done or omitted to be done, by any common carrier subject to the provisions of this act, in contravention of the provisions thereof, may apply to said Commissioners by petition which shall briefly state the facts whereupon a statement of the complaint thus made with the damages if any are alleged shall be forwarded by the said Commissioners to such common carrier who shall be called upon to satisfy the complaint, or to answer the same in writing within a reasonable time to be specified by the Commissioners. If such common carrier within the time specified shall make reparation for the injury alleged to have been done or shall correct the wrong complained of, said carrier shall be relieved of liability to the complainant only for the particular violation of law thus complained of. If such common carrier shall not satisfy the complaint, within the time specified, or there shall appear to be any reasonable ground for investigating said complaint, it shall be the duty of the said Commissioners to investigate the matters complained of in such manner and by such means as said Commissioners shall deem proper and said Commissioners whenever they may have sufficient reason to believe that any common carrier is violating any of the provisions of this act shall at once institute an inquiry in the same manner, and to the same effect, as though complaint had been made. No complaint shall at any time be dismissed because of the absence of direct damage to the complainant or complainants or petitioners.

SEC. 14. That whenever an investigation shall be made by said Commissioners after notice as provided by section 13, of this act, it shall be their duty to make a report in writing in respect thereto, which shall include the finding of fact upon which the conclusions of the Commissioners are based, together with its or their recommendation or orders as to what reparation, if any, should be made by the common carrier to any party, or parties, who may be found to have been injured; and such finding, so made shall thereafter in all judicial proceedings be deemed and taken as *prima facie* evidence as to each and every fact found. All reports of investigation made by said Commissioners shall be entered of record, and a copy thereof shall be furnished to the party who may have complained and any other person or persons directly interested, and to any common carrier that may have been complained of.

SEC. 15. That if any case in which an investigation shall be made by said Commissioners it shall be made to appear to the satisfaction of the Commissioners, either by the testimony of witnesses or other evidence that anything has been done or omitted to be done in violation of the provisions of this act or of any law cognizable by said Commissioners by any common carrier, or that any injury or damages has been sustained by the party or parties complaining or by other parties aggrieved in consequence of any such violation it shall be the duty of said Commissioners forthwith to cause a copy of their report in respect thereto to be delivered to such common carrier, together with a notice to said common carrier to cease and desist from such violation, or to make preparation for the injury so found to have been done, or both within a reasonable time to be specified by the Commissioners; and if within the time specified it shall be made to appear to the Commissioners that such common carrier has ceased from such violation of law and has made reparation for the injury found to have been done in compliance with the report and notice of the Commissioners, or to the satisfaction of the party complaining, a statement to that effect shall be entered of record by the Commissioners and the said common carrier shall thereupon be relieved from further liability or penalty for such particular violation of law.

SEC. 16. That whenever any common carrier as defined in and subject to the provisions



of this act shall violate or refuse or neglect to obey any lawful order or requirement of the said Board of Railroad Commissioners, it shall be the duty of said Commissioners, and lawful for any company or person interested in such order or requirement to apply in a summary way, by petition to the district or superior court in any county of this State in which the common carrier complained of has its principal office, or in any county through which its line or road passes or is operated, or in which the violation or disobedience of such order or requirement shall happen, alleging such violation or disobedience as the case may be; and the said court shall have power to hear and determine the matter, on such short notice to the common carrier complained of as the court shall deem reasonable; and such notice may be served on such common carrier, his or its officers, agents or servants in such manner as the court shall direct; and said court shall proceed to hear and determine the matter speedily as a court of equity and without the formal pleadings and proceedings applicable to ordinary suits in equity but in such manner as to do justice in the premises; and to this end such court shall have power, if it think fit to direct and prosecute, in such mode and by such persons as it may appoint all such inquiries as the court may think needful to enable it to form a just judgment in the matter of such petition; and on such hearing the report of said Commissioners shall be *prima facie* evidence of the matter therein, or in any order made by them stated; and if it be made to appear to such court on such hearing or on the report of any such person or persons, that the order or requirements of said Commissioners drawn in question, has been violated or disobeyed, it shall be lawful for such court to issue a writ of injunction, or other proper process mandatory or otherwise to restrain such common carrier from further continuing such violation or disobedience of such order or requirement of said Commissioners and enjoining obedience to the same; and in case of any disobedience of any such writ of injunction or other proper process, mandatory or otherwise, it shall be lawful for such courts to issue writs of attachment, or any other process of said court incident or applicable to writs of injunction or other proper process, mandatory or otherwise, against such common carrier, and if a corporation, against one or more of the directors, officers or agents of the same, or against any owner, lessee, trustee, receiver or other person failing to obey such writ of injunction or other proper process, mandatory or otherwise; and said court may, if it shall think fit, make an order directing such common carrier or other person so disobeying such writ of injunction or other proper process mandatory or otherwise, to pay such sum of money not exceeding for each carrier or person in default the sum of one thousand (\$1,000.00) dollars for every day after a day to be named in the order that such carrier or other person shall fail to obey such injunction or other proper process mandatory or otherwise; and such moneys shall, upon the order of the court, be paid into the treasury of the county in which the action was commenced and one-half thereof shall be transferred by the county treasurer to the State treasury; and the payment thereof may without prejudice to any other mode of recovering the same be enforced by attachment or order, in the nature of a writ of execution, in like manner as if the same had been recovered by a final decree *in personam* in such court, saving to the Commissioners and any other party or person interested the right of appeal to the Supreme Court of the State under the same regulations now provided by law in relation to appeals to said court as to security for such appeal except that in no case shall security for such appeal be required when the same is taken by said Commissioners; but no appeal to said Supreme Court shall operate, to stay or supercede the order of the court, or the execution of any writ or process thereon; and such court may in every such matter order the payment of such costs and attorney and counsel fees as shall be deemed reasonable. Whenever any such petition shall be filed or presented, or be prosecuted by the said Commissioners, or by their direction it shall be the duty of the Attorney General of the State to prosecute the same, and in such prosecution he shall have the right to have the assistance of any county attorney of the county in which such proceedings are instituted, and it is hereby made the duty of any such county attorney to render such assistance; and the costs and expenses on the part of said Commissioners of any such prosecution shall be paid out of the appropriations for the expenses of said Board of Commissioners.

SEC. 17. The Board of Railroad Commissioners of this State are hereby empowered and

directed to make for each of the railroad corporations, doing business in this State, as soon as practicable, a schedule of reasonable maximum rates of charges for the transportation of freight and cars on each of said railroads, and said power to make schedules shall include the power of classification of all such freights, and it shall be the duty of said Commissioners to make such classification; provided, that the said rates of charges to be so fixed by said Commissioners shall not in any case exceed the rates which are or may hereafter be established by law; and said schedules so made by said Commissioners, shall in all suits brought against any such railroad corporations, wherein is in any way involved the charges of any such railroad corporation for the transportation of any freight or cars or unjust discrimination in relation thereto be deemed and taken in all courts of this State as *prima facie* evidence that the rates therein fixed are reasonable and just maximum rates of charges for the transportation of freight and cars upon the railroads for which said schedules may have been respectively prepared. Said Commissioners shall from time to time, and as often as circumstances may require, change and revise said schedules, subject to the same provision that the rates fixed are not to be higher than now or hereafter established by law. When any schedule shall have been made or revised as aforesaid, it shall be the duty of said Commissioners to cause notice thereof to be published for two consecutive weeks in some public newspaper published in the city of Des Moines in this State, which notice shall state the date of the taking effect of said schedule and said schedule shall take effect at the time so stated in such notice and a printed copy of said revised schedule shall be conspicuously posted by such common carrier in each freight office and passenger depot upon its line or lines. All such schedules, so made, shall be received and held in all such suits as *prima facie* the schedule of said Commissioners without further proof than the production of the schedule desired to be used as evidence, with a certificate of said Railroad Commissioners, that the same is a true copy of the schedule prepared by them for the railroad company or corporation therein named, and that notice of making the same has been published as required by law; provided that before finally fixing and deciding what the original maximum rates and classification shall be, it shall be the duty of the Railroad Commissioners to publish ten days notice in two daily papers published in Des Moines setting forth in such notice that at a certain time and place they will proceed to fix and determine such maximum rates and classification; and they shall at such time and place and as soon as practicable afford to any person, firm, corporation or common carrier who may desire it an opportunity to make an explanation or showing or to furnish information to said Commissioners on the subject of determining and fixing such maximum rates and classification; and in any event the original schedule of rates and classification of freights on all lines of railroads in Iowa shall be fixed and shall go into effect within sixty days from the taking effect of this act.

SEC. 18. Whenever any person upon his own behalf, or class of persons similarly situated, or any firm, corporation or association, or any mercantile, agricultural or manufacturing society, or any body politic or municipal organization, shall make complaint to said Board of Railroad Commissioners, that the rate charged or published by any railroad company, or the maximum rates fixed by said Commissioners in the schedules of rates made by them under the provisions of section 17 of this act, or the maximum rate that now or hereafter may be fixed by law is unreasonably high or discriminating, it shall be the duty of said Commissioners to immediately investigate the matter of such complaint. If such complaint appears to be well founded and not trivial in character the Board shall fix a day for hearing the same and shall notify the railroad company of the time and place of such hearing by mailing a notice properly directed to any division superintendent, general or assistant superintendent, general manager, president or secretary of such company, which notice shall contain the substance of the complaint so made and the board shall also notify the person or persons complaining of such time and place.

SEC. 19. Upon such hearing so provided for, the said commissioners shall receive whatever evidence, statements or arguments either party may offer or make pertinent to the matter under investigation; and the burden of proof shall not be held to be upon the person or persons making the complaint, but the Commissioners shall add to the showing made



at such hearing whatever information they may then have, or can secure from any source whatsoever, and the person or persons complaining shall be entitled to introduce any published schedules of rates of any railroad company, or evidence of rates actually charged by any railroad company for substantially the same kind of service, whether in this or any other State; and the lowest rates published or charged by any railroad company for substantially the same kind of service, whether in this or any other State, shall, at the instance of the person or persons complaining be accepted as *prima facie* evidence of a reasonable rate for the services under investigation, and if the railroad company complained of is operating a line of railroad beyond the State of Iowa or if it appears that it has a traffic arrangement with any such railroad company, then the Commissioners in determining what is a reasonable rate, shall take into consideration the charge made, or rate established by such railroad company or the company with which it has traffic arrangements for carrying freight from beyond the State to points within the State and from within the State to points beyond (the) State; and if such company be operating a line of railway beyond the State they shall also take into consideration the rate charged or established for a substantially similar or greater service by such company in any other State in which said railroad company operates a line of railway.

SEC. 20. After such hearing and investigation the said Commissioners shall fix and determine the maximum charge to be thereafter made by the railroad company or common carriers complained of, which charge shall in no event, exceed the one now or hereafter fixed by law, and the said Commissioners shall render their decision in writing; and shall spread the same at length in the record to be kept for that purpose; such decision shall, specifically, set out the sums or rate which the railroad company or common carrier, so complained of, may thereafter charge or receive for the service therein named and including a classification of such freight, and the said Commissioners shall not be limited in their said decision and the schedule to be contained therein to the specific case or cases complained of but it shall be extended to all such rates between points in this State and whatever part of the line of railway of such company or common carrier within this State as may have been fairly within the scope of such investigation, and any such decisions so made and entered on record of said commissioners, including any such schedules and classifications, shall, when duly authenticated be received and held in all suits brought against any such railroad corporation or common carrier wherein is in any way involved the charges of any such corporation or carrier mentioned in said decisions, in any of the courts of this State as *prima facie* evidence that the rates therein fixed are reasonable maximum rates, the same as the schedules made by said commissioners as provided in section 17 hereof; and the rates and classifications so established after such hearing and investigation shall from time to time thereafter upon complaint duly made be subject to revision by said commissioners the same as any other rates and classifications.

SEC. 21. That the said Board of railroad commissioners may in all cases conduct its proceedings when not otherwise particularly prescribed by law, in such manner as will best conduce to the proper dispatch of business and to the ends of justice. A majority of the commissioners shall constitute a quorum for the transaction of business, but no commissioner shall participate in any hearing or proceeding in which he has any pecuniary interest. Said commissioners may from time to time make or amend such general rules, or orders, as may be requisite for the order and regulation of proceedings before it including forms of notices and the service thereof, which shall conform as nearly as may be to those in use in courts in this State. Any party may appear before said board of commissioners and be heard in person or by attorney. Every vote and official action of said board of commissioners shall be entered of record and its proceedings shall be public upon the request of either party or any person interested. Said board of railroad commissioners, shall have an official seal which shall be judicially noticed, and every commissioner shall have the right to administer oaths and affirmations in any proceeding pending before said board.

SEC. 22. The said board of railroad commissioners is hereby authorized to require annual reports from all common carriers subject to the provisions of this act, to fix the time and prescribe the manner in which such reports shall be made and to require from such carriers

specific answers to all questions upon which the said commissioners may need information. Such annual reports shall show in detail the amount of the capital stock issued the amounts paid therefor and the manner of the payment of the same; the dividends paid, the surplus fund if any, and the number of stockholders; the funded and floating debts and the interest paid thereon; the costs and value of the carrier's property, franchises and equipment; the number of employees, and the salaries paid each class; the amounts expended for improvements each year, how and where expended and the character of such improvements; the earnings and receipts from each branch of business, and from all sources; the operating and other expenses; the balances of profit and loss; and a complete exhibit of the financial operations of the carrier each year, including an annual balance sheet. Such reports shall also contain such information in relation to rates or regulations, concerning fares or freights, or agreements, arrangements, or contracts with other common carriers as the commissioners may require; and the said board of commissioners may within its discretion for the purpose of enabling it the better to carry out the purpose of this act, (if in the opinion of the commissioners it is practicable to prescribe such uniformity and methods of keeping accounts) prescribe a period of time within which all common carriers subject to the provisions of this act, shall have as near as may be a uniform system of accounts and the manner in which such accounts shall be kept.

SEC. 23. If any railroad corporation or common carrier subject to the provisions of this act, shall charge, collect demand or receive more than a fair and reasonable rate of toll or compensation for the transportation of passengers or freight of any description or for the use and transportation of any railroad car upon its track, or any of the branches thereof, or upon any railroad within this State which it has the right, license or permission to use, operate or control or shall make any unjust or unreasonable charge prohibited in section two (2) of this act, the same shall be deemed guilty of extortion, and shall be dealt with as hereinafter provided, and if any such railroad corporation, (or common carrier) shall be found guilty of any unjust discrimination as defined in section three (3) of this act, upon conviction thereof, shall be dealt with as hereinafter provided.

SEC. 24. If any such railroad corporation shall charge, collect or receive for the transportation of any passenger or freight of any description upon its railroad for any distance within this State, a greater amount of toll or compensation than is at the same time charged, collected or received for the transportation in the same direction of any passenger or like quantity of freight of the same class over a greater distance of the same railroad; or if it shall charge, collect or receive at any point upon its railroad a higher rate of toll or compensation for receiving handling or delivering freight of the same class and quantity, than it shall at the same time charge, collect or receive at any other point upon the same railroad; or if it shall charge, collect or receive for the transportation of any passenger or freight of any description over its railroad a greater amount as toll or compensation than shall at the same time be charged, collected or received by it for the transportation of any passenger or like quantity of freight of the same class being transported in the same direction over any portion of the same railroad of equal distance; or if it shall charge, collect or receive from any person or persons a higher or greater amount of toll or compensation than it shall at the same time charge, collect or receive from any other person or persons for receiving, handling or delivering freight of the same class and like quantity, at the same point upon its railroad; or if it shall charge collect or receive from any person or persons, for the transportation of any freight upon its railroad, a higher or greater rate of toll or compensation than it shall, at the same time, charge, collect or receive from any other person or persons, for the transportation of the like quantity of freight of the same class, being transported from the same point in the same direction, over equal distances of the same railroad, or if it shall charge, collect or receive, from any person or persons, for the use and transportation of any railroad car or cars upon its railroad, for any distance, a greater amount of toll or compensation than is at the same time charged, collected or received from any other person or persons, for the use and transportation of any railroad car of the same class or number, for a like purpose, being transported in the same direction, over a greater distance of the same railroad; or if it shall charge, collect or receive from any person or persons, for the use and transportation



of any railroad car or cars upon its railroad, a higher or greater compensation in the aggregate, than it shall, at the same time, charge, collect or receive from any other person or persons, for the use and transportation of any railroad car or cars of the same class for a like purpose, being transported from the same original point, in the same direction, over an equal distance of the same railroad; all such discriminating rates, charges, collection or receipts whether made directly, or by means of any rebate, drawback, or other shift or evasion, shall be deemed and taken, against such railroad corporation, as *prima facie* evidence of the unjust discriminations prohibited by the provisions of this act; and it shall not be deemed a sufficient excuse or justification of such discrimination on the part of said railroad corporation, that the railway station or point at which it shall charge, collect or receive less compensation in the aggregate for the transportation of such passenger or freight, or for the use and transportation of such railroad car the greater distance than for the shorter distance, is a railway station or point at which then exists competition with any other railroad or means of transportation. This section shall not be construed so as to exclude other evidence tending to show any unjust discrimination in freight and passenger rates. The provisions of this section shall extend and apply to any railroad, the branches thereof, and any road or roads which any railroad corporation has the right, license or permission to use, operate or control wholly or in part, within this State; provided however, that nothing herein contained shall be so construed as to prevent railroad corporations from issuing commutation, excursion or thousand mile tickets: provided the same are issued alike to all applying therefor.

SEC. 25. It shall be unlawful for any such common carrier to charge, collect, demand or receive more for transporting a car of freight than it at the same time charges, collects demands or receives per car for several cars of a like class of freight over the same railroad, for the same distance, in the same direction, or to charge, collect, demand or receive more for transporting a ton of freight than it charges, collects, demands or receives per ton for several tons of freight under a car load, of a like class of freight over the same railroad for the same distance, in the same direction or to charge, collect, demand or receive more for transporting a hundred pounds of freight than it charges, collects, demands or receives per hundred for several hundred pounds of freight, under a ton, of a like class of freight over the same railroad, for the same distance, in the same direction, all such discriminating rates charges, collections or receipts, whether made directly or by means of any rebate, drawback or other shift or evasion, shall be deemed and taken against such railroad company as *prima facie* evidence of the unjust discrimination prohibited by this act; provided, however, that for the protection and development of any new industry within this State, such railroad company may grant concession or special rates for any agreed number of car loads, but such special rates aforesaid shall first be approved by the Board of Railroad Commissioners, and a copy thereof filed in the office thereof.

SEC. 26. Any such railroad corporation guilty of extortion or of making any unjust discrimination as to passenger or freight rates or the rates for the use and transportation of railroad cars or in receiving, handling or delivering freights shall upon conviction thereof be fined in any sum not less than one thousand dollars (\$1,000) nor more than five thousand dollars (\$5,000) for the first offense; and for every subsequent offense not less than five thousand dollars nor more than ten thousand dollars (\$10,000) such fine to be imposed in a criminal prosecution by indictment, or shall be subject to the liability prescribed in the next succeeding section to be recovered as therein provided.

SEC. 27. Any such railroad corporation guilty of extortion or of making any unjust discrimination as to passenger or freight rates or the rates for the use and transportation of railroad cars, or in receiving, handling or delivering freights shall forfeit and pay to the State of Iowa not less than one thousand dollars (\$1,000) nor more than five thousand dollars (\$5,000) for the first offense and not less than five thousand dollars (\$5,000) nor more than ten thousand dollars (\$10,000) for every subsequent offense to be recovered in a civil action by ordinary proceedings instituted in the name of the State of Iowa. And the release from liability or penalty provided for in section 15 of this act shall not apply to either a criminal prosecution under the last preceding section or a civil action brought under this section.

SEC. 28. Whenever said Railroad Commissioners have good reason to believe, that any railroad corporation or common carrier subject to the provisions of this act has been guilty of extortion or unjust discrimination and thereby become liable to the penalties prescribed in sections 26 and 27 hereof, it shall be their duty to immediately cause suits to be commenced and prosecuted against any such railroad corporation or common carrier. Such suits and prosecutions may be instituted in any county of this State through or into which the line of the railroad corporation sued for violation of this act may extend. And such Railroad Commissioners are hereby authorized, when in their judgment, it is necessary so to do, to employ counsel to assist the Attorney General in conducting such suit on behalf of the State. No such suits commenced by said commissioners shall be dismissed unless the said commissioners and the Attorney General shall consent thereto. And the court may in its discretion give preference to such suits over all other business except criminal cases.

SEC. 29. That nothing in this act shall apply to the carriage, storage or handling of property free or at reduced rates for the United States or this State or municipal governments or for charitable purposes, or to and from fairs and expositions for exhibition thereat or for the employes of such common carriers or their families or private property or goods for the family use of the employes of such common carrier, or the issuance of mileage, excursion or commutation passenger tickets. Nothing in this act shall be construed to prohibit any common carrier from giving reduced rates to ministers of religion, or to prevent railroads from giving free carriage to their own officers and employes and their families dependent upon said officer or employe for support and to persons in charge of live stock being shipped from the point of shipment to destination and return, or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employes: and nothing in this act contained shall in any way abridge or alter the remedies now existing at common law or by statute, but the provisions of this act are in addition to such remedies; provided, that no pending litigation shall in any way be affected by this act.

SEC. 30. The said railroad commissioners and their secretary shall have the right of free transportation in the performance of their duties concerning railroads on all railroads and railroad trains in this state; and they may take with them experts or other agents whose services they may require and who shall in like manner be transported free of charge.

SEC. 31. To defray the necessary expenses of the said Railroad Commissioners in making investigations and prosecuting suits and to pay all necessary costs attending the same under the provision of this act there is hereby appropriated, out of any money in the state treasury not otherwise appropriated, the sum of ten thousand dollars (\$10,000) or so much thereof as may be necessary, to be drawn upon warrants of the State Auditor issued upon the requisition of said Commissioners, approved by the Governor, which requisition shall be accompanied by an itemized statement of the costs and expenses to be paid.

SEC. 32. Section 11 of chapter 77 of the acts of the Seventeenth General Assembly in relation to the Board of Railroad Commissioners, and all laws now in force in direct conflict with any of the provisions of this act, are hereby repealed.

SEC. 33. This act being deemed of immediate importance shall take effect and be in force from and after thirty days after publication in the Iowa State Register and Des Moines Leader newspapers published in Des Moines, Iowa.

Approved April 5, 1888.

Published in the Iowa State Register and Des Moines Leader April 10, 1888.



## CHAPTER 29.

## CHANGING THE MANNER OF SELECTING RAILROAD COMMISSIONERS.

AN ACT To Change the Manner of Selecting Railroad Commissioners and to Repeal Sections 2 and 8, Chapter 77, Acts of the 17th General Assembly, and to Provide for the Election of and to Prescribe the Qualification of Railroad Commissioners and for the Appointment of a Secretary.

*Be it enacted by the General Assembly of the State of Iowa:*

SECTION 1. That sections 2 and 8, of chapter 77, acts of the Seventeenth General Assembly, and all acts and parts of acts inconsistent with this act are hereby repealed.

SEC. 2. That at the regular election in the year 1888, there shall be three persons having the qualifications of electors, in the places where they shall respectively reside in the State of Iowa, chosen by the electors of the State, from the body of the electors of said State, who, when they shall have taken the oath of office and given such bond as may be required of them by the Governor of the State, shall be known and styled the Board of Railroad Commissioners of the State of Iowa. They shall hold office, beginning on the second Monday in January, 1889, for the period of one, two and three years respectively, as shall be decided between them by lot at their first meeting as a board in such manner as may be designated by the Secretary of State. At the regular election in the year 1889, and every year thereafter at each such election there shall be chosen one person as commissioner, having the qualification hereinbefore and hereinafter described, who shall hold his office for three years from the second Monday in January after his election, and until his successor is elected and qualified. Said person shall fill the vacancy caused by the expiration of the term of the commissioner whose term expires on the second Monday in January following his said election. It shall organize on each second Monday in every year immediately after the new member has been qualified, and if for any cause this is not done, it may be done at a subsequent meeting. The organization shall be by the selection of one member as chairman and a person having the qualifications hereinbefore and hereinafter described for a commissioner as secretary. The board shall have power to employ such additional clerical help as it may deem necessary and for the good of the service. No person in the employ of any common carrier or owning any bonds, stock or property in any railroad company, or who is in any way or manner pecuniarily interested in any railroad corporation shall be eligible to the office of railroad commissioner, and the entering into the employ of any common carrier, or the acquiring of any stock or other interest in any common carrier by any officer under this act after his election or appointment shall disqualify him to hold the office and to perform the duties thereof.

SEC. 3. All vacancies in the office of railroad commissioners shall be filled by appointment of the Governor. The person appointed to serve until his successor is elected and qualified. The board of commissioners as constituted by chapter 77, acts 17th General Assembly, shall hold office and have all powers conferred upon them by chapter 77, acts 17th General Assembly, and acts amendatory thereto, and such other powers and authority as are now or may hereafter be conferred upon them by law until commissioners shall be chosen and enter upon their duties, as contemplated by this act.

SEC. 4. The canvass of votes cast for election of commissioners provided for in this act shall be made and returns and abstracts thereof and relating thereto be made, certified and forwarded and results of said election declared (by the executive council) in all respects in the same manner and by the same officers and boards as now provided by law for canvassing, making, certifying, forwarding and declaring the same as to other State officers.

SEC. 5. The commissioners chosen under this act shall have all the powers that are conferred upon the railway commission by chapter 77, acts of the 17th General Assembly, and such other powers and authority as may be now or shall hereafter be imposed by law.  
Approved April 6, 1888.

## CHAPTER 30.

## REQUIRING RAILROAD COMPANIES TO FENCE TRACKS.

AN ACT Requiring Railroad Companies to Fence Their Tracks within the State of Iowa, and to Keep the Fences in Good Repair.

*Be it enacted by the General Assembly of the State of Iowa:*

SECTION 1. That all railroad corporations organized under the laws of this State, or any other State, owning or operating a line of railroad within this State, which have not already erected a lawful fence, shall construct, maintain and keep in good repair a suitable fence of posts and barb wire, or posts and boards on each side of the tracks of said railroad within the State of Iowa, and so connected with cattle guards at all public highway crossings as to prevent cattle, horses and other live stock from getting on the railroad tracks. Said railroad tracks to be fenced by said railroad companies, on or before January 1, 1890, where the railroads are now built, and within six months after the completion of any new railroads, or any part thereof, the said fences to be constructed either of five barbed wires, securely fastened to posts; said posts to be not more than twenty feet apart, and not less than fifty four inches in height, or of five boards securely nailed to posts, said posts to be not further than eight feet apart, and said fence to be not less than fifty four inches in height. Provided; when said railroad corporations, who have now their fences built shall when they rebuild or repair their fences the same shall be built as provided in this act: Provided; further that any other fence which in the judgment of the fence viewers is equivalent to the fence herein provided shall be a lawful fence. Provided however that this act shall not be so construed as to compel a railway company operating a third class railway to fence its road through the land of any farmer or other person, who by written agreement with said company has waived or may waive the fencing of said road through such land. Provided further however, that at any points where third class roads are not released by written agreement, from building fence as herein provided for, and fences are built on both sides of railway track at such points, cattle guards shall be so constructed at such points as to prevent stock from going upon said track so fenced.

SEC. 2. If any corporation or officer thereof or lessee owning or engaged in the operation of any railroad, in this State neglect or refuse to comply with any provision of section one of this act, such corporation, officer or lessee, shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be fined in a sum not exceeding five hundred dollars for each and every offense. And every thirty days continuance of such refusal or neglect shall constitute a separate and distinct offense within and for the purposes of this act.

SEC. 3. Nothing herein contained shall relieve said railroad corporations from pecuniary liability arising from the killing or maiming of live stock on said track; or right of way by said corporation, that may occur through the negligence of said corporation or its employees, and provided further, that nothing in this act shall be construed so as to interfere with the right to open or private crossings, as now maintained, or with the right of persons to such crossings. Provided further, that nothing in this act contained shall in any way limit or qualify the liability of any corporation or person, owning or operating a railway that fails to fence the same against live stock running at large, for any stock injured or killed by reason of the want of such fence as now provided for in Sec. 1289 of the Code of 1873.

Approved April 6, 1888.



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