# TWELFTH ANNUAL REPORT

OF THE

# BOARD OF RAILROAD COMMISSIONERS

FOR THE

YEAR ENDING JUNE 30, 1889.

STATE OF IOWA.

PRINTED BY ORDER OF THE GENERAL ASSEMBLY.

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STATE HISTORICAL SOCIETY OF IOWA

# COMMISSIONERS' REPORT.

STATE OF IOWA,
OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS,
DES MOINES, NOVEMBER 30, 889.

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

As required by law, we submit herewith the twelfth annual report of the Board of Railroad Commissioners, for the year ending June 30, 1889, showing the amount of capital stock issued, the amount paid therefor, and the manner of the payment of the same, the dividends paid, the surplus, the number of stockholders, the funded and floating debts, and the interest paid thereon, the cost and value of the property, franchises and equipment, the number of employes and the salaries paid each class, the amounts expended for improvements and where expended, the character of such improvement, the earnings and receipts, as far as can be ascertained, from each branch of business and from all sources, the operating and other expenses, the balances of profit and loss, and an exhibit of the financial operations of the railroad reporting, together with a statement of the complaints brought before the board for adjudication, with decisions rendered, complete reports of serious accidents investigated, the returns of the several railroad companies to this office, and the tabular statement made therefrom, a digest of cases decided by the Inter-state Commerce Commission, and a topical index of cases decided by this Board.

We also present a digest of the decisions of the Supreme Court of the State, rendered since the date of the last report, upon questions effecting railroads and their relations to citizens of the State, and the views of the Commissioners on subjects that have been before them for consideration.

In compliance with the provisions of chapter 29, of the laws of the Twenty-second General Assembly, at the regular election in November, 1888, Frank T. Campbell, Peter A. Dey, and Spencer

Smith were elected Railroad Commissioners, and on January 14, 1889, under the supervision and in the manner designated by the Secretary of State, lots were drawn for the period that each Commissioner should hold office, Mr. Campbell drawing the three, Mr. Dey the two, and Mr. Smith the one year term, the elected Board comprising the same persons that had been the latest appointees of the Governor. The Board organized by the election of Peter A. Dey, Chairman, and W. W. Ainsworth, Secretary, continuing the former organization.

At a meeting of the Railroad Commissioners, called by the Interstate Commerce Commission, in March, 1889, at which this Board was represented by two members, it was determined, as far as practicable, to have the reports of the different States harmonize with those of the National Commission. With this in view, the Iowa Commissioners adopted the blank used by the National Commission, with the addition of such questions as the State law required. The change of blanks and the entire change of arrangement has led to some misunderstanding in the preparation of the reports by the officers of the several companies, and the present report may contain some inaccuracies that in the limited time given for making it, could not well be avoided. It is believed, however, that in the main, the tables presented will give a fair indication of the condition of the property, and that familiarity with the forms will enable the Commissioners, in future reports, to avoid any misunderstandings.

### MILEAGE IN IOWA.

The total number of miles of railroad in operation in Iowa, as reported by the several companies to this Board, is 8,346. This is about the same as last year, although some additional road has been constructed. An error in the last year's report to the Board of the Chicago, St. Paul & Kansas City road gave that company an excess of mileage which was not discovered until the report was in print. During the last year twenty-one miles of railroad have been constructed.

### CAPITAL STOCK.

The report of the capital stock and debt is based upon the entire lines of the companies reporting, a large part of whose mileage is



in other States. No accurate division of the property or indebtedness has been made that will conform to State lines. The entire length of the lines reporting is 25,171.44 miles. The stock of the roads that represents the lines outside of the State, added to the stock of the roads that are entirely within the State, is $440,601,289.91, or $17,503.62 per mile. These amounts are less than reported in 1888, as the Central Iowa road and some other lines have gone through foreclosure, and report no stock. The common stock is reported $333,131,617.68; preferred stock, $68,913,687.87; the amount held in Iowa, $3,227,211.11; the number of stockholders reported is 15,350, in Iowa 258. The amount of stock representing the road in Iowa is $131,402,923.28. For the reasons stated above this amount is less than reported last year.

### DEBT.

The total debt of the roads that form the Iowa lines is reported $505,657,372.30; of this amount $491,448,517.69 is funded debt, $6,731,200.77 is unfunded debt. Debt per mile is $19,897.11. Debt representing the road in Iowa is $162,012,741.63.

### STOCK AND DEBT.

The amount of stock and debt of the entire roads as reported, is $957,309,183.35, or per mile, $38,069.11.

### INTEREST ON DEBT.

We have been unable, from the returns, to compile any reliable figures that will give the interest paid on property in the State. Last year the interest was reported as $7,067,202.15.

### PERMANENT IMPROVEMENTS, BY WHICH CAPITAL HAS BEEN INCREASED DURING THE YEAR.

This item refers to the entire property reported; the amount expended in Iowa has not been furnished. There was expended on these systems:

| | |
|---|---|
| For land and land damages | $ 272,049.76 |
| For fences | 167,039.14 |
| For grading and masonry | 542,970.21 |
| For bridging and trestles | 337,172.78 |
| For rails | 583,704.85 |
| For ties | 147,440.44 |
| Other expenditures for superstructure | 67,143.08 |
| For buildings, furniture and fixtures | 573,627.19 |
| For shop machinery and tools | 37,679.12 |
| For engineering | 18,279.99 |
| Interest, and discount on securities sold | 636,645.51 |
| For telegraph lines | 5,947.30 |
| Sidings and yard extensions | 762,386.75 |
| For terminal facilities | 105,155.52 |
| For new road built by contract | 550,143.95 |
| Purchase of roads | 1,999,260.31 |
| Other items | 305,748.20 |
| Total | $12,530,834.53 |

There was expended for equipment, charged to property account

| | |
|---|---|
| For locomotives | $ 877,353.85 |
| For passenger cars | 276,555.51 |
| For sleeping, parlor and dining cars | 912.81 |
| For baggage, express and postal cars | 11,093.15 |
| For combination cars | 15,662.19 |
| For freight cars | 965,478.68 |
| For other cars | 109,707.63 |
| For floating equipment | 15,792.97 |
| Total | $ 3,940,911.44 |
| Credit, for property and material sold | 236,313.34 |
| Total by which property account has been increased | $16,235,532.63 |

COST OF ROAD.

Eleven roads, representing 14,675 miles, report the cost of their roads and equipments separately. Cost of road is $406,465,414.52, or $27,016.32 per mile; the cost of equipment $65,864,742.01, equipment per mile $4,488.23. Twenty-three roads, representing 23,978 miles, report total cost of road and equipment $795,820,-832.66, or $33,190 per mile.



PROPORTION FOR IOWA.

Twenty-two roads, with a mileage of 6,942, report the proportion of road and equipment for Iowa as $199,966,701.55, or $28,805.35 per mile.

CONDITION OF ROADS IN IOWA.

The reports of twenty-two roads give the amount of stock representing their roads in Iowa as $106,370,637.94, debt as $120,948,-417.51, cost of road in Iowa $199,814,502.51.

ACTUAL PRESENT CASH VALUE.

The questions in regard to present cash value of the roads are so meagerly answered that the returns are of no practical value, and the commissioners refer to the figures in the table without attempting to draw any conclusions therefrom.

EARNINGS.

The proportion of the earnings belonging to the lines in Iowa is reported as $37,138,399.75. The Chicago, Burlington & Kansas City, the St. Louis, Keokuk & Northwestern, Chicago, Iowa & Dakota, the Fort Madison & Northwestern have made no report; their earnings will probably vary but little from those of last year which were reported $330,876.51, which would give:

| | |
|---|---|
| The total gross earnings for the year ending June 30, 1889 | $ 37,469,276.26 |
| The earnings for year ending June 30, 1888 | 37,295,586.68 |
| Increase over previous year | $ 173,689.58 |

The percentage of passenger earnings is 30, of freight 69, of miscellaneous 1.

With regard to the earnings and expenses of the property in Iowa from the first report to the present, it has been the aim of the Commissioners to give as close an approximation as possible of the value of the property, of its representative value in stock and bonds, its cost, its earnings and expenses, and of the net revenue applicable to the payment of interest on indebtedness and of dividends on its capital. For some of the reasons for the failure to reach satisfactory results, the Commissioners give the letter of Mr. Purdy, Vice-president and Secretary of the Chicago, Rock Island & Pacific Railway Company, which follows:

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO.,
OFFICE OF VICE-PRESIDENT, SECRETARY AND TREASURER,
CHICAGO, October 28, 1889.

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

DEAR SIR—Yours of the 24th instant received. The information which you request cannot be stated with any degree of accuracy. For several years it has been the practice of this company to show in its annual reports the earnings made in the State of Iowa. This was done by applying to the gross earnings of the entire system, extending through several States, an arbitrary percentage, which it was assumed, represented approximately the portion of the earnings made in the State. This percentage was necessarily arbitrary, and had merely the value of a guess, made in good faith. Since that percentage was adopted this system has been extended about fifteen hundred miles west of the Missouri River. There has also been an inequality in the development of the territory contributing to its lines The construction of new railways and the re-organization of new lines have affected the channels of commerce in such manner as to increase the uncertainty of this percentage. These and other causes have destroyed the value of that percentage, even as an honest conjecture. I know of no method by which a railway company, operating lines extending through several States, may ascertain *accurately* its net earnings in any one. The proportion of its entire business taken up at one station and put down at another within the State, may be stated, but this forms but a small portion of the information which you desire, and it can be secured only by the employment of a large force of expert accountants for several months, at an enormous expense.

The statistics which you request involve also an apportionment of the general expenses of administration and operation to the several States, and this cannot be done with any degree of accuracy for reasons which must be obvious to the Board of Commissioners.

If it will be satisfactory to your honorable Board that we compute the gross earning and operating expenses of the road in Iowa on the basis of the percentage the number of miles of road operated in Iowa bears to the entire mileage operated, the answer to your questions would be as follows:

| | |
|---|---|
| Gross earnings in Iowa | $ 7,800,365.78 |
| Operating expenses in Iowa | 5,285,333.65 |

Respectfully yours,

W. G. PURDY,
*Vice-president.*

OPERATING EXPENSES (TOTAL LINES).

| | |
|---|---|
| Maintenance of way | $ 16,798,701.73 |
| Motive power and cars | 11,400,631.70 |
| Conducting transportation | 49,396,953.07 |
| General expenses | 7,973,824.35 |
| Total | $ 76,283,855.81 |



OPERATING EXPENSES, INTEREST AND RENTAL COMPARED WITH EARNINGS.

By reference to table 8 it will be seen that several of the roads have not made their returns; of those that have, the earnings for their entire lines are, $117,049,082.68, operating expenses $76,356,241.19, interest paid $23,552,191.35, unpaid $282,190.70, taxes paid $2,728,595.80, total operating expenses, interest, rental and taxes $102,101,860.60, excess $14,948,802.08, excess of operating expenses over earnings $1,717,281.61, excess of earnings over operating expenses, interest, rental and taxes for Iowa $1,849,558.12, excess of operating expenses $575,642.79. This statement, with the returns in full, would vary somewhat from the above; the approximation is as close as can be made with the figures in the hands of the Commissioners.

Proportion of expenses for Iowa as returned is $25,286,309.30. The Chicago, Burlington & Kansas City, the St. Louis, Keokuk & Northwestern, the Chicago, Iowa & Dakota, the Ottumwa & Knoxville and the Ft. Madison & Northwestern make no returns. For Iowa, last year they returned $321,656.87, which, added to $25,286,309.30, equals $25,607,966.17, or $3,029.75 per mile.

OPERATING EXPENSES AND EARNINGS FOR IOWA.

| | | |
|---|---|---|
| Gross earnings for Iowa for year ending June 30, 1888. | $ 37,295,586.82 | |
| Operating expenses | 26,297,163.92 | |
| Net earnings | | $ 10,998,422.90 |
| Per mile as reported | | 1,378.00 |
| Earnings for the year ending June 30, 1889, as reported and estimated by the board | $ 37,469,276.26 | |
| Operating expenses | 25,607,966.17 | |
| Net earnings | | $ 11,861,310.09 |
| Per mile | | 1,421.19 |
| The earnings were an increase of | $ 173,089.44 | |
| The operating expenses a decrease of | 689,197.75 | |
| Total increase of revenue | | $ 862,887.19 |

The reduction of expenses of $689,197.75, which is partly due to a decrease of passenger train service, while it resulted in some instances in public inconvenience, seems on the whole to have been

an advantage to the railroads from a financial standpoint. The branch trains have been lately restored.

While public needs and the low prices of farm products demand the lowest practicable rate, it seems wisdom that railroad management should sympathize with the condition of the country and reduce operating expenses to the lowest rates consistent with reasonable service and the maintenance of way in safe condition. Frequent passenger trains are a convenience to cities and towns, and especially to the commercial traveler. A reduction in freight rates largely and favorably affects the producer.

It is utterly impossible, with the returns furnished, to give reliable information on many matters which are of interest to the people of the State. The Chicago, Burlington & Kansas City, the Chicago, Burlington & Quincy, the St. Louis, Keokuk & Northwestern, the Chicago, Iowa & Dakota, at date of writing, November 22d, have not as yet made their returns. Excluding these roads and some others of minor importance, it appears that on the whole lines represented, the

ANNUAL COMPENSATION OF RAILROAD EMPLOYES IS—

| OCCUPATIONS. | Number. | AMOUNT. |
|---|---|---|
| General officers | 235 | $ 778,230.83 |
| Clerks | 1,555 | 1,125,318.70 |
| Station agents | 2,164 | 1,240,826.07 |
| Other station men | 4,509 | 2,379,453.23 |
| Enginemen | 2,332 | 2,549,585.95 |
| Firemen | 2,435 | 1,564,897.37 |
| Conductors | 1,522 | 1,383,324.92 |
| Other trainmen | 3,316 | 1,841,658.74 |
| Machinists | 1,817 | 1,118,349.34 |
| Carpenters | 2,539 | 1,566,295.11 |
| Other shopmen | 5,349 | 2,662,046.12 |
| Section foremen | 2,478 | 1,358,274.29 |
| Other trackmen | 10,237 | 3,571,362.36 |
| Switchmen and flagmen | 2,127 | 1,262,252.37 |
| Telegraph operators | 1,307 | 790,718.48 |
| Employes floating equipment | ..... | 38,748.72 |
| All other employes and laborers | 4,311 | 2,492,809.64 |
| Total | 48,315 | $27,902,177.24 |

| | |
|---|---|
| General administration | $ 1,527,512.54 |
| Maintenance of way | 3,643,748.40 |
| Maintenance of equipment | 3,579,490.91 |
| Conducting transportation | 7,255,758.07 |



PASSENGER AND FREIGHT TRAIN MILEAGE.

*(Unreported roads omitted.)*

| | |
|---|---|
| Number of passengers carried earning revenue | 30,056,186 |
| Number of passengers carried one mile | 186,969,717,408 |
| Average distance carried, miles | 33 |
| Total passenger revenue | $23,041,241.71 |
| Average amount received from each passenger | .76.6 |
| Average receipts per passenger mile | .02.35 |
| Passenger earnings per mile of road | 911.36 |
| Passenger earnings per train mile | .86.22 |
| Number of tons of freight carried earning revenue | 36,645,038 |
| Number of tons of freight carried one mile | 5,928,878,532 |
| Total freight revenue | $61,594,206.20 |
| Average amount received for each ton of freight | 1.68 |
| Average receipts per ton per mile | .01.03 |
| Freight earnings per mile of road | 2,436.36 |
| Total passenger and freight earnings | $5,661,659.97 |
| Total passenger and freight earnings per mile of road | 3,399.75 |
| Number of passenger trains | 451,125 |
| Number of freight trains | 371,574 |
| Miles run by passenger trains | 26,721,950 |
| Miles run by freight trains | 41,099,200 |
| Miles run by mixed trains | 2,421,227 |
| Total mileage trains earning revenue | 70,236,084 |
| Miles run by switching trains | 16,575,947 |
| Miles run by construction and other trains | 2,850,064 |
| Grand total train mileage | 89,688,338 |
| Mileage of loaded freight cars, north and east | 294,551,993 |
| Mileage of loaded freight cars, west and south | 311,635,237 |
| Mileage of empty freight cars, north and east | 119,198,132 |
| Mileage of empty freight cars, south and west | 106,933,003 |

THE AVERAGE RECEIPTS AND COST OF CARRYING PASSENGERS PER MILE.

The Burlington, Cedar Rapids & Northern Railway Company reports that it receives 3.17 cents per mile for each passenger carried, and estimated cost of service at 2.65 cents; the Central Iowa, 2.52 and 2.47; the Chicago, Milwaukee & St. Paul, 2.41 and 2; the Chicago & Northwestern, 2.29 and 1.83; the Chicago, Rock

Island & Pacific, 2.28 and 2.15; the Chicago, St. Paul & Kansas City, 2.23 and 2.16; the Chicago, St. Paul, Minneapolis & Omaha 2.52 and 2.35; the Dubuque & Sioux City, 2.55 and 2.76; the Humeston & Shenandoah, 2.81 and 4.14; the Keokuk & Western, 2.34 and 3.72; the Mason City and Ft. Dodge, 2.39 and 3.27; the Minneapolis & St. Louis, 2.49 and 1.96; the Sioux City & Pacific, 2.61 and 1.84; the Des Moines & Northwestern, 2.65 and 5.19.

These figures merit more attention than the Commissioners have been able to give them, and should any action be taken upon the question of passenger rates, it would be well for the accounting officers of these companies to furnish the data from which they make their estimates.

### FREIGHT CAR MILEAGE.

Seventy-one per cent of cars going north and east were loaded, 29 per cent empty; 74 per cent of the cars going south and west were loaded; 26 per cent empty. It is difficult to account for the fact that the tonnage going west is in excess of that going east. The mileage of empty cars is a little over 25 per cent, which is probably as close as is practical to operate extended lines of road.

### EMPLOYES IN IOWA AND THEIR COMPENSATION.

The total number of persons employed on the roads in Iowa, estimating last year for the roads not reporting, was 24,642; the amount paid, $14,212,590.27. Last year the number was 30,236; the amount, $15,619,417.16. The causes that led to this reduction were diminished tonnage on inter-state business, and the reduction of expenses resulting from the reduction of the number of trains, and the economies introduced to meet these conditions. While the tonnage on inter-state traffic shows a decrease of nearly six million tons, the tonnage on Iowa business has increased about three hundred and fifty thousand tons on local traffic.

### TAXES.

The total amount of taxes paid by the railroads in Iowa during the year (taking last year's figures for those companies that failed to report), is $1,108,831.72. The amount reported for the previous year was $1,060,572.53.



### MILEAGE.

In addition to that mileage heretofore given, the Sioux City & Northern Railway Company has constructed a road to the north line of the State, sixty miles or more. This, however, was not in operation, June 30, the end of the fiscal year, under the provisions of the law. The fact is stated here as evidence that there are parties who are still willing to invest in building roads in the State.

### EQUIPMENT.

The total number of locomotives reported on all lines is 3,716; passenger cars, 2,578; box cars, 48,803; flat cars, 10,722; stock cars, 8,013; coal cars, 7,421; refrigerator, 721; other cars, 4,552; or a total of 105,999; leased cars, 14,758; or a grand total of 120,757.

### CONSUMPTION OF FUEL BY LOCOMOTIVES.

The number of tons of coal consumed during the year was 3,229,940.88; cords of hard wood, 69,862; soft, 33,718; total fuel consumed, reduced to tons, 3,274,680. The number of miles run was 92,827,611; the average pounds consumed are 70.5 per mile.

### SUPERSTRUCTURE.

The number of tons new rail reported laid during the year was 62,379.65, varying in weight from 52 to 70 pounds, the prices ranging from $30 to $37.50 per ton. The number of new ties laid was 5,551,721; the cost at distributing points, from 34 to 55 cents.

GENERAL TONNAGE CLASSIFIED.

| ARTICLES CARRIED. | TONS. | Per cent. |
|---|---|---|
| Grain | 3,962,506 | 15.31 |
| Flour | 550,742 | 2.12 |
| Other mill products | 269,344 | 1.04 |
| Hay | 389,464 | 1.60 |
| Fruit and vegetables | 390,216 | 1.50 |
| Live stock | 1,355,025 | 5.24 |
| Dressed meats | 188,970 | .73 |
| Other packing-house products | 269,691 | 1.04 |
| Poultry, game and fish | 22,235 | .01 |
| Wool | 17,660 | .01 |
| Hides and leather | 30,549 | .01 |
| Anthracite coal | 637,957 | 2.50 |
| Bituminous coal | 4,107,510 | 16.00 |
| Stone, sand and other like articles | 4,573,263 | 17.65 |
| Lumber | 3,168,679 | 12.22 |
| Petroleum and other oils | 244,532 | 1.00 |
| Sugar | 90,361 | .35 |
| Iron | 665,598 | 2.60 |
| Cement, brick and lime | 517,625 | 2.00 |
| Agricultural implements | 157,106 | .60 |
| Wagons, carriages, tools, etc | 56,425 | .02 |
| Wines, liquors and beers | 166,743 | .65 |
| Household goods and furniture | 146,580 | .60 |
| Merchandise | 2,097,994 | 8.10 |
| Miscellaneous, other commodities not mentioned above | 1,839,269 | 7.10 |
| Total | 25,915,464 | 100.00 |



IOWA TONNAGE CLASSIFIED.

| ARTICLES CARRIED. | TONS. | Per cent. |
|---|---|---|
| Grain | 2,227,687 | 20.60 |
| Flour | 240,161 | 2.20 |
| Other mill products | 78,359 | .70 |
| Hay | 342,518 | 3.20 |
| Fruit and vegetables | 240,561 | 2.20 |
| Live stock | 976,053 | 9.00 |
| Dressed meats | 26,978 | .20 |
| Other packing-house products | 201,631 | 1.80 |
| Poultry, game and fish | 8,205 | .01 |
| Wool | 8,909 | .01 |
| Hides and leather | 20,585 | .21 |
| Anthracite coal | 143,477 | 1.30 |
| Bituminous coal | 2,817,292 | 26.00 |
| Stone, sand and other like articles | 266,508 | 2.40 |
| Lumber | 1,057,387 | 9.80 |
| Petroleum and other oils | 54,879 | .50 |
| Sugar | 40,155 | .30 |
| Iron | 210,570 | 2.50 |
| Cement, brick and lime | 165,439 | 1.50 |
| Agricultural implements | 63,645 | .63 |
| Wagons, carriages, tools, etc | 20,275 | .18 |
| Wines, liquors and beers | 19,589 | .18 |
| Household goods and furniture | 63,524 | .58 |
| Merchandise | 932,924 | 8.60 |
| Miscellaneous, other commodities not mentioned above | 592,364 | 5.40 |
| Total | | 100.00 |

### IOWA TONNAGE.

The following is a table of tonnage on Iowa business to June 30, 1889, as compared with the previous year, which shows, notwithstanding short crops and largely diminished coal tonnage last winter, a healthy increase in Iowa business:

| ROAD. | 1888. Tons. | 1889. Tons. | Increase. Tons. | Decrease. Tons. |
|---|---|---|---|---|
| B., C. R. & N | 1,209,831 | 1,119,916 | ..... | 89,915 |
| C., M. & St. P | 1,300,367 | 1,304,195 | 3,828 | ..... |
| Central Iowa | 468,878 | 886,686 | 417,813 | ..... |
| C. & N. W | 1,512,155 | 1,620,110 | 107,955 | ..... |
| C., St. P., M. & O | 114,484 | 97,442 | ..... | 17,042 |
| S. C. & P | 392,396 | 439,886 | 47,490 | ..... |
| C., R. I. & P | 2,489,371 | 2,758,264 | 268,893 | ..... |
| Crooked Creek | 56,281 | 47,492 | ..... | 8,789 |
| C., M. & Albia | 4,776 | 8,348 | 3,572 | ..... |
| C. & St. L | 20,483 | 9,016 | ..... | 11,467 |
| Illinois Central | 1,001,034 | 715,522 | ..... | 285,512 |
| Humeston & Shenandoah | 96,569 | 102,292 | 5,723 | ..... |
| C., St. P. & K. C | 708,021 | 624,854 | ..... | 83,167 |
| Iowa Northern | 99,068 | 66,256 | ..... | 32,812 |
| Keokuk & Western | 167,487 | 157,044 | ..... | 10,443 |
| M. C. & Ft. D | 74,049 | 71,727 | ..... | 2,922 |
| M. & St. L | 194,411 | 123,821 | ..... | 70,590 |
| O. & St. L | 288,010 | 335,036 | 52,974 | ..... |
| Ottumwa & Kirkville | 225,981 | 197,239 | ..... | 28,742 |
| D. M. & K. C | 14,452 | 28,550 | 14,098 | ..... |
| D. M. & N. W | 64,807 | 72,564 | 7,757 | ..... |
| St. L., D. M. & N | 32,643 | 24,120 | ..... | 8,523 |
| C., B. & Q. (estimated) | 2,469,125 | 2,514,350 | 45,225 | ..... |
| K. C., St. J. & C. B. (estimated) | 124,857 | 139,938 | 15,081 | ..... |
| Wabash Western (estimated) | 230,033 | 241,863 | 11,830 | ..... |
| C. I. & D. (estimated) | 15,824 | 15,824 | ..... | ..... |
| | 13,376,087 | 13,722,354 | 1,002,239 | 649,924 |

Iowa tonnage of 1889, over 1888, 346,270.

### ACCIDENTS TO PERSONS.

During the year 72 persons were killed and 512 injured on the railroads of the State. Of those killed 35 were employes, 4 passengers and 33 having no relation to the road or its business. Of the injured 442 were employes, 25 passengers and 46 not connected with the road.

Of the employes 8 were killed coupling cars, 5 falling from trains, 2 in collisions, 3 by derailments, 6 by other train accidents at stations, and 3 from other causes. Of the passengers killed



1 was at station and 3 from other causes; of the others killed 1 was from train accident, 7 at highway crossings, 8 at stations, 12 from other causes.

Of the employes, 149 were injured coupling cars, 44 falling from trains, 14 from collisions, 8 from derailments, 18 from other train accidents, 9 at stations, and 195 from other causes. Of the passengers injured 5 were from collisions, 6 from derailments, 5 from other train accidents, 1 at station, 8 from other causes. Of others injured, 2 were from collisions, 2 from derailments, 7 from other train accidents, 7 at highway crossings, 8 at stations, 18 from other causes.

### LAND GRANTS.

The Chicago, Milwaukee & St. Paul Railway Company has received from congressional grants in Iowa 372,133.27 acres of land. There is yet to inure to the company from the grant, 2,000 acres. The company has sold 368,864 acres at an average of $4.87 per acre. The amount received from sales is $1,796,722.49; the amount unpaid on outstanding contracts is $37,898.47. The gross amount received from sales, contracts, forfeited contracts, up to June 30, 1889, is $1,961,519.55. The amount expended in the sale and management of the lands is $142,122.17; the amount of taxes paid on the lands is $30,914.59. The amount realized from the sales of lands above the expenses incurred in the management and taxes is $1,585,608.25. This includes amount due on contracts after deducting $202,874.54 for breaking credits allowed purchasers.

The Chicago, Rock Island & Pacific Railway Company has received from congressional grants in Iowa 550,193.51 acres of land. The amount yet to inure to the company is uncertain, but small. The average price at which these lands have been sold is $8.78 per acre; the total number of acres sold is 542,945.92; the amount received from sales is $4,528,404.01; the amount unpaid on outstanding contracts is $265,480.61; the gross amount received from sales, contracts, forfeited contracts, etc., is $5,594,351.56; the amount expended in the sale and management of lands is $283,684.54; the amount of taxes paid upon the lands is $610,655.36. The amount realized from the sales of lands above the expenses incurred in the sale, management and taxes is $4,700,011.66.

TONNAGE CROSSING THE MISSISSIPPI RIVER FOR THE YEAR ENDING JUNE 30, 1889.

| LOCATION OF BRIDGE. | East bound. | West bound. | Total. |
|---|---|---|---|
| McGregor | 248,160 | 236,313 | 484,473 |
| Dubuque | 211,799 | 122,997 | 334,796 |
| Sabula | 804,232 | 683,058 | 1,487,288 |
| Clinton | 1,136,875 | 584,972 | 1,721,847 |
| Davenport | 1,037,705 | 776,982 | 1,814,687 |
| Keithsburg | 118,141 | 61,854 | 179,995 |
| Burlington | | | |
| Keokuk | 24,654 | 60,225 | 84,879 |

TONNAGE CROSSING THE MISSOURI RIVER BRIDGE.

| LOCATION OF BRIDGE. | East bound. | West bound. | Total. |
|---|---|---|---|
| Sioux City | | | |
| Blair | 58,726 | 184,369 | 243,095 |
| Council Bluffs | 538,208 | 702,872 | 1,241,080 |
| Plattsmouth | | | |

The Chicago, Burlington & Quincy Railroad Company reports that it is unable to give the tonnage crossing the Mississippi and Missouri rivers at Burlington and Plattsmouth. This is much to be regretted, as this tonnage has always been information that the Commissioners have thought desirable for the General Assembly and the public.

The reason assigned for not furnishing this information is that the extreme poverty of the company had compelled it to abolish the statistical department. See Mr. Ripley's letter in the report of the Chicago, Burlington & Quincy Railroad Company.

### INTERLOCKING SWITCHES.

In view of the fact that rapid transit has become the rule for trans-continental traffic in the carriage of passengers and freight, that a large portion of this traffic hitherto passed and now passes through Iowa, and that there are 175 railway crossings at grade in the State, it seems to the Commissioners that chapter 173 of the laws of the Twentieth General Assembly should be so modified that where interlocking switches are put in, trains may cross the tracks of railways without stopping. It certainly is not the intention of the legislature or the people of the State to obstruct or drive the through travel and commerce to lines in other States. There is so little difference in the routes to the Pacific coast, that a literal obedience to this statute may work a hardship on the roads competing for this carriage. The object of the statute is to prevent accidents at railway crossings. If the interlocking switches accomplish this, all is done that is required for safety. Chapter 24 of the same session should be modified, leaving out the words "all trains," in the fourteenth line.



### GENERAL CONFERENCE OF RAILROAD COMMISSIONERS.

In February, 1889, the Commissioners received from the Inter-State Commission, invitation to participate in a "General conference of State and Inter-State Commissioners," to be held at Washington, D. C., commencing March 5, 1889, the objects of which were a general interchange of views on the transportation question, and the control and management of railroads, among the special questions outlined for consideration being:

Railway statistics, with special reference to the formulation of a uniform system of reporting;

Classification of freight, its simplification and unification;

Railway legislation, how to obtain harmony in;

Railway construction, should regulation be provided; and such other topics affecting State and Inter-State commerce, as may be brought forward by the members of the conference, etc.

The invitation was accepted by this Board and Commissioner Smith appointed to represent it at the conference, and to prepare a paper to be read at said conference as requested. Commissioner Campbell also attended.

The conference met and organized March 5, with Judge Cooley as chairman. Besides the Inter-State Commission and its officers, there were in attendance Commissioners from twenty-one States and the territory of New Mexico, Governor Larrabee and ex-Commissioner Coffin, of Iowa, representatives of the "Association of American Railway Accounting Officers," and others.

The conference was in session three days. Its deliberations were mostly of an informal character, consisting of exchange of views by Commissioners of different States on various topics, the discussion of the questions outlined in the call, the appointment and reports of committees on statistics, legislation, etc.

Interesting papers were presented on "Uniform railway statistics," by Statistician Adams, of the Inter-State Commission; "Uniformity in reports from railway companies," by Commissioner

Bonham, of South Carolina; "Uniform classification of freights," by Commissioner Downing, of Missouri, and by Commissioner Smith, of Iowa, on "Railroad legislation and litigation in Iowa," which is hereafter inserted.

The conference adopted a resolution in favor of a uniform method of collecting and publishing statistics; also, in favor of a still further advance towards uniform classification of freights; the report of the committee on statistics, recommending June 30, as the end of the fiscal year, and various changes in the form of reports, were approved.

A resolution was adopted for annual conventions of State Commissioners, in conjunction with the Inter-State Commissioners, and Commissioners Woodruff, of Connecticut; Mitchell, of New Hampshire, and Campbell, of Iowa, appointed a standing committee to call the next convention. A committee of five on "Railway legislation, how to obtain harmony in," consisting of Commissioners Crocker, of Massachusetts; Mason, of Nebraska; Shorter, of Alabama; Pingree, of Vermont, and Rich, of Michigan, was appointed to report at the next annual convention.

Ex-Commissioner Coffin, of Iowa, addressed the convention on the question of "Safety appliances," on behalf of the Brotherhood of Brakemen. He stated that in the past ten years, in Iowa alone, 2,424 men were killed and maimed by the old link and pin-coupler hand-brake; 349 of these in the year 1888, and "in the United States in the past year 6,000 active, strong men were either killed or maimed for life."

An interchange of views on railway statistics, manner of reports, legislation, etc., in the various States elicited a great deal of information as to these matters. The Eastern and Middle States generally reported limited powers as to rates and classification; the Southern and Western States reported more enlarged powers as to rates, with the classification of the Southern Railway and Steamship Association classification in the former, and the Western classification in the latter.

The conference resulted in a better understanding between the State and Inter-State Commissioners as to the matters under discussion, the adoption of a uniform time and method for making reports, as recommended by the latter, progress toward uniform classification, and an acquaintance between the Commissioners of the different sections of the country and a knowledge of their duties, powers and progress, that can but result in good, and that led to the formation of a permanent organization for future annual meetings.



## THE RAILROAD QUESTION.

### RAILROAD LEGISLATION AND LITIGATION IN IOWA—A HISTORICAL PAPER BY SPENCER SMITH.

In 1873, Iowa, in common with Illinois, Wisconsin and Minnesota, became deeply interested in the question of transportation, and through the grange organization, which, at that time, had a membership of 1,600,000 in the agricultural States, took a determined stand for state and national regulation and control of transportation companies. The long distances over which their surplus product had to be moved to reach the consumer in eastern population centers made the question of freight rates pregnant with interest to the western agriculturists. One of the principles advanced and declared by the grange was, "that all corporations are subject to legislative control; that those created by congress should be restricted and controlled by congress, and that those under state laws should be subject to the control respectively of the States creating; that such legislative control should be an express abrogation of the theory of the inalienable nature of chartered rights, and that it should be at all times so used as to prevent moneyed corporations from becoming engines of oppression."

On the other hand it was claimed that the so-called "hostile legislation" was attributed to the fact that the granger States had but few persons who were holders of or interested in railroad securities, and that the opening up of the western country by the new lines of roads, and the placing on the market of their lands at comparatively low prices on long time payments, had constituted additional competition with the consequent reduction in prices.

John Newell, president of the Illinois Central, in 1873, testifying before the United States senate committee, as to the causes of the complaints against railways, said: "We have all discovered that when we cannot get the price we want for carrying on business, to pay a fair dividend on the values of the property, we take what we can get, and the consequence was that we were all hauling property from competing sections at great deal less rates than from intermediate stations. That, of course, attracted attention here, and, perhaps, was the immediate cause of the great complaint about discrimination and extortion. * * * We have hauled a good deal of grain from Mattoon to Chicago for ten cents a hundred. We charged from Kankakee, fifty-six miles south of Chicago, I think, eleven cents, if my memory is correct, and you see eleven cents for fifty-six miles, and ten cents for one hundred and seventy-three miles, created at once this feeling of extortion and unjust discrimination. Now these two facts are the real cause of the complaint in this State."

What was known as the granger movement entered largely into the politics of Iowa and was a potent factor in the selection of the legislature for 1874. Following the Wisconsin "Potter law" legislation, the Iowa legislature in 1874, by a vote of eighty-eight to six, in the house, and forty to eight

in the senate, enacted what is known as the "Granger law," in which fixed rates for transportation for given distances in five mile stages are provided. Rates of passenger fare were fixed in this act, being graded according to the classification of the road based upon the gross annual earnings per mile. Roads earning $4,000 or more per mile were placed in class A, those earnings less than $4,000 and more than $3,000 per mile in class B, and those earning less than $3,000 per mile in class C. Class A roads were permitted to charge three cents per mile for passenger service, and 90 per cent of the freight schedule fixed by the law. B roads were permitted to charge three and one-half cents per mile for passenger service and 5 per cent in advance of the schedule for freight, and C roads four cents per mile for passenger service and 20 per cent in addition to table of rates. A classification of freights was also adopted. It was claimed that the rates adopted, with the classification, operated to reduce the rates theretofore prevailing 30 per cent. The maximum rates on the four classes being the merchandise classes, per hundred pounds, were as follows:

At 5 miles—13.50, 11.86, 10.23, 8.60.
At 50 miles—26.80, 23.33, 17.86, 13.40.
At 100 miles—36.80, 30.64, 24.52, 18.40.
At 200 miles—53.85, 44.88, 39.90, 26.93.
At 300 miles—67.38, 56.15, 44.92, 33.69.

Carriers were required to post classification and schedule and to make annual statement to the Governor of gross receipts on which the roads were to be classified by the executive council. A violation of the law was made a misdemeanor to agents, with a penalty of fine from $25 to $100 or imprisonment from five to thirty days, and to the company a penalty of $500. The sum of $10,000 was appropriated for the enforcement of the law. The act went into effect on the 4th day of July, 1874.

The Chicago, Burlington & Quincy Railroad company decided not to put in the rates and applied to the United States circuit court for the district of Iowa, for a writ enjoining the Attorney-general from bringing penalty suits. The case went on appeal to the supreme court of the United States, and was decided against the company, in an opinion reported in the 94th United States, page 155, following the Munn warehouse case 94th United States, page 113, in which it was held that "when private property is devoted to a public use, it is subject to public regulation."

"In countries where the common law prevails it has been customary from time immemorial for the legislature to declare what shall be a reasonable compensation, under such circumstances, or more properly speaking, to fix a maximum beyond which any charge made would be unreasonable."

On the 20th of the preceding June, Hugh Riddle, who was then vice-president and general superintendent of the Chicago, Rock Island & Pacific Railway Company, addressed a letter to the Governor of the State, in which he said:

"We respectfully submit that the result of this legislation, judged by the experience of the past, cannot realize the promise of the title, 'to establish reasonable maximum rates.' We do not believe that the people of the State



of Iowa really desire to confiscate the property of companies owning railroads in the State. That the owners of such property are entitled to reasonable profits upon the amount of capital actually invested, will be denied by no reasonable man. The recognition of this principle is demanded alike by good faith and common honesty. The officers of this company are disposed to regard this act as the result of hasty legislation, without proper investigation or consideration, rather than a manifestation of a settled purpose on the part of the people to disregard property rights when the owners happen to be corporations. If forced to the conclusion that the confiscation of property is the determined purpose of the people of Iowa, power to accomplish such a purpose must be respectfully, but firmly and persistently denied. It has been held by the courts that the authority granted to a railroad company to fix reasonable tolls must be construed as conferring power to fix reasonable tolls; upon like reason, it must be affirmed, that the power reserved to a general assembly to prescribe tariffs for the transportation of persons and property can be exercised only by the establishment of reasonable tariffs. The implication of law available for the protection of the people against extortion is quite as effective, when invoked, to prevent confiscation.

"While this company denies the justice and constitutional validity of the act, it is disposed to subject it to the test of actual experiment before assailing it in the courts. Schedules have been arranged in conformity with its provisions, for the transportation of persons and property between points in the State of Iowa. The officers of the company, however, are trustees charged with the management of the property of its stockholders in such a manner as to secure the revenue necessary for the payment of operating expenses, reasonable dividends upon the stock, and interest upon bonds. While engaging in the experiment of operating that portion of the road in Iowa in accordance with the schedules named in the act, it is their duty to so adjust the rates applicable to inter-state commerce as to secure from the entire business of the company the revenue to which it is entitled. Inflexible schedules have uniformly been found impracticable, and we say frankly, that we do not believe the operation of this road in conformity to this one, will accord with the principles which govern commerce, or that the results will be satisfactory, either to the owners of the railway, or to the people of the State. It is hoped, however, that some practicable good will result from subjecting the act to the test of actual experiment. It may contribute something toward either confirming or dispelling new theories in regard to transportation and bringing about a better understanding of the principles which should govern the relations existing between the owners of railroad property and the public. If actual experiment shall demonstrate that a continued observance of these schedules will not result in a total or practical confiscation it may not be necessary to raise any question as to the validity of the act. If the results of a thorough and satisfactory experiment show that such observance must involve a permanent surrender of the revenues to which the company is entitled from the operation of its lines, a different policy will be adopted, with a view to securing such revenue, and any attempt to enforce the act, as a valid law, will be resisted in the proper tribunals. It is the purpose of the officers of this company to conduct this experiment in such manner as to satisfy all reasonable persons of their good

faith, shrinking from no investigation of their management, and listening attentively to all honest and sincere criticism.

"While this company unequivocally denies the obligation of this statute as a valid law, and will do nothing which might operate to preclude it from asserting its invalidity hereafter, it has no desire to disregard that which seems to be the will of the people, even though expressed in void enactments, and it will do so only when that will demands the surrender of rights secured to owners of all property by the fundamental laws of the land,—rights, the maintenance of which is essential to the proper and profitable use of all property whether owned by individuals or corporations."

The four years during which the granger rates were in effect are said to have been very prosperous ones for the railroads. There were no rate wars and but little occasion for wars, as at that time the territory of the different lines was more exclusive than now. North and south feed branches had not reached out and made competitive territory.

The Chicago & Northwestern had a branch from Stanwood to Tipton, ten miles, was also connected with the Sioux City & Pacific from Missouri Valley. The Chicago, Rock Island & Pacific had a branch to Winterset and Indianola, fifty miles, also a southwestern line from Wilton to Muscatine, Washington and Missouri State line. The Chicago, Burlington & Quincy had a branch from Creston to Hopkins, from Chariton to Leon, and from Burlington to Keokuk. The Chicago, Milwaukee & St. Paul had a line from McGregor to Algona, with a branch from Calmar to the State line of Minnesota, Mason City to the State line, Conover to Decorah.

At the first session of the legislature after the decision of the United States supreme court, the Illinois Central railroad applied for an abrogation of all penalties for a failure to comply with the law which was granted, and to the other lines also. At this session of the legislature, an unsuccessful effort was made to repeal the law creating maximum rates. At the following session, however, that of 1878, the law was repealed and the commissioner law enacted by a vote of fifty-five to forty-three in the house, and twenty-nine to twenty-one in the senate. In this contest, the Chicago, Burlington & Quincy, and several other lines, were very active for the repeal of the law, while the Chicago, Rock Island & Pacific was passive, and was thought to be really in favor of the continuance of the granger schedule.

The commissioner law provided for three commissioners, to be appointed by the Governor and confirmed by the executive council. The commissioners, under this law, were given "general supervision of all railroads in the State operated by steam," etc. Roads were prohibited from discriminating in rates and from charging unreasonable rates, with penalties for disobedience of the same. Section three of the law, among other matters provided that the commissioners, when in their judgment necessary, should inform any railroad company of any change of its rates of fare for transporting freight or passengers, or any change in the mode of operating its road, and conducting its business, they regarded as expedient in order to promote the security, convenience and accommodation of the public. They are further empowered to examine the books and accounts of any railroad company, to examine under oath any officer thereof; to investigate any serious accident upon any railroad, resulting in personal injury or loss of life, and to hear all complaints preferred by the lawful authorities of any



city, incorporated town or township, respecting charges for passengers or freights.

It was under this section that Governor Larrabee in 1886 filed with the Commissioners a complaint that the rates charged by the Chicago, Burlington & Quincy Railroad Company on soft coal to the Institute for the Feeble Minded, located at Glenwood, Iowa, were higher than the rates charged by the same company on the same commodity through Glenwood to the Institute for the Deaf and Dumb at Council Bluffs, a greater distance. In their report for 1885, the Iowa Commissioners said: "We feel that the time is near at hand when a rule should be established which will 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," and after a full hearing of the above cause, the Board, in its decision, advised the Chicago, Burlington & Quincy Railroad Company "to revise its coal tariff in Iowa to conform to this principle." The case attracted wide attention. It was the chief executive pleading in behalf of the State for equality of treatment to two State institutions located on the same line of road. On the other hand, it was the first declaration of the Board that under the then existing law, ample authority was given the Commissioners to make reasonable rates. The spirit of the decision was that the company should lower its Glenwood rate, but instead the Council Bluffs, or long haul rate, was raised, a step afterward acknowledged by a high official of that road to have been a very grave error, and it may fairly be said that the difference of sentiment later existing between the Iowa carriers and their patrons was given much initial impetus by that action. At a rehearing of this case a tariff was formulated by the Commissioners, which was observed by most of the lines.

In the first annual report of the Commissioners they said: "The rapidly increasing commerce of Iowa demands every practicable agency for transportation and exchanges, 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."

A growing dissatisfaction at the increased rates put in by the Iowa lines across the State, in place of the "Granger rates" resulted in a conference between the Commissioners and the freight agents of the leading lines which resulted in the adoption of a new uniform tariff with certain reductions in rates.

The rates complained of were:

Five miles—15, 13, 11, 9.
Fifty miles—31, 25, 20, 14.
One hundred miles—41, 35, 25, 19.
Two hundred miles—51, 45, 35, 26.
Three hundred miles—61, 55, 40, 30.

These rates were changed by this agreement to—
Five miles—13, 12, 10, 8.
Fifty miles—27, 22, 17, 14.

One hundred miles—41, 34, 25, 19.
Two hundred miles—51, 44, 33, 25.
Three hundred miles—61, 54, 40, 30.

These rates continued with some modification up to the taking effect of the "act to regulate commerce," when the rate agitation again commenced in Iowa.

Governor Larrabee, in his message to the Twenty-second General Assembly, recommended the entire abolition of the pass system, fixing of passenger rates by law, that the salaries of the Railroad Commissioners be paid by the State, and not by the railroad companies, that the companies be required to adopt safety appliances, and to pay more regard to the Sabbath in the running of trains. He also informed the General Assembly that if it decided to make the Railroad Commissioners elective by the people, or nominated by the executive and confirmed by the senate, such legislation would meet with no opposition at his hands. He expressed the opinion that railroad companies being public corporations, their officers should be required to take an oath to obey the constitution and laws of the State and the United States; that the right of the State to control railroad companies had been confirmed by the highest judicial authority. Stringent measures should be applied to strong corporations, while weak ones should be protected; combination should be prevented, and competion secured, and penalties provided to compel obedience to the law. In his inaugural address, delivered two days later, Governor Larrabee enlarged upon the transportation question, supporting the positions taken in his message, by statistics and arguments. He placed the value of donations received from various sources by the Iowa roads at over fifty millions of dollars, and stated that the tracts of land granted them at various times by the State and nation, by counties, by municipalities and private individuals, aggregated an area equal to more than one eighth of the total area of the State, and that the total amount of money actually invested in Iowa roads by stockholders and bondholders would not average to exceed $15,000 per mile; that railroads had practiced extortions and usurped powers dangerous to the public welfare; that while charges should be reasonable, they should be equitable and certain; that it is not uncommon to find in the same train two cars loaded with the same article, and one hauled at one half the rate charged for the other; that the industries of the State were languishing through excessive freight rates and unjust discriminations, and the nullification of the principles of equity which for centuries have been enunciated by the courts.

Stimulated and encouraged by the message and inaugural of the Governor, the legislature which convened in 1888 entered at once upon the consideration and discussion of bills to regulate carriers. A bill was passed making the Railroad Commission elective, and a bill known as House File 373, passed by a vote of 61 to 23 in the house, with seventeen absent or not voting, and in the senate by a vote of 44, with no votes against the bill, six absent or not voting. The bill went to a conference committee, and the report of the committee was adopted in the house by a vote of 74 ayes and no nays, and in the senate by a vote of 41 ayes and no nays. A maximum tariff bill, fixing rates somewhat similar to those afterwards fixed by the Commissioners, passed the house by a vote of 87 to 12, one absent or not voting, but



failed in the senate to be set down as a special order, and thus died on the regular calendar order. The two cent per mile passenger rate bill also failed of passage. A bill passed, however, making the Railroad Commissioners elective by the people, and providing for the payment of their salaries in the same manner as other State officers are paid. A bill also passed requiring railroad companies to construct viaducts across their tracks in cities of the first class, at streets to be approved by the Railroad Commissioners. House File 373, which became a law, was made up of sections of the act to regulate commerce, the Illinois law, the Mississippi law, and those of several other States. The law being eclectic in its character, and made up from so many different statutes, is quite difficult of construction. It provides that all charges must be reasonable, prohibits discriminations, provides for equal facilities, forbids pooling, and a greater charge for a short than a long haul, requires the posting of rate schedules and a ten day's notice for advancing rates; makes the carrier liable for violations to the person injured three times the amount of the damage sustained; fixes the maximum penalty for violations of the act at $5,000 for each offense; increases the authority of the Commissioners; requires the Commissioners to make a schedule of reasonable maximum rates, which shall be *prima facie* evidence; provides for fixing rates by Commissioners on complaint; provides that the Commissioners, their secretary and assistants shall be carried free, and that reduced rates may be given to ministers of religion and free carriage may be given to their own officers and employes, and families. The law became effective on May 10, 1888, and on that day the Iowa lines withdrew all joint tariffs, special rates and terminal tariffs, and put in a distance tariff under the new law, making rates for the first five classes as follows. For:

Five miles—15; 12.8, 10, 7.5, 6.
Fifty miles—28, 23.8, 18.7, 14, 11.2.
One hundred miles—38, 32.3, 25.3, 19, 15.2.
Two hundred miles—50, 42.5, 33.3, 25, 20.
Three hundred miles—60, 51, 40, 30, 24.

By comparison it will be seen that these rates up to 100 miles were higher than the "Granger rates" of 1874, and higher than the commissioner-agreed rates of April 21, 1879.

Acting under the new law the commissioners gave the necessary notices, and on the 14th of June adopted a schedule of rates to be governed by the classification adopted by the Illinois commissioners. These rates at five miles, were on first, second, third, fourth and fifth classes, respectively: 14, 11.9, 9.34, 7, 4.9.

At 50 miles—20, 17, 13.34, 10, 7.
At 100 miles—24, 20.4, 16, 12, 8.4.
At 200 miles—40, 30.2, 23, 18.6, 14.2.
At 300 miles—56, 40, 30, 25.20.

A corresponding reduction was made in the latter classes, and in the commodity classes of wheat, corn, lumber, live stock, and coal. The Chicago, Rock Island & Pacific Railroad Company took its Iowa tonnage, exclusive

of coal, for the year 1887, and applied the commissioners' rates to the actual business, and in the Davenport case, showed by the testimony of George H. Crosby, freight auditor, that "on the purely local business of Iowa, our earnings for 1887 were $960,340.37, and if the commissioners' rate and classification had been applied we would have received $752,700.38, 21.66-100 per cent of reduction. The reduction on Iowa business proper would have been in round numbers, $208,000. Deducting this amount from the total earnings of the company, and it would still have been able to pay its regular dividends. These computations show the purely local Iowa business to be about 11 per cent of the total Iowa business."

The commissioners' rates applied only to shipments originating and terminating within the State, which comprises but 4 per cent of the total business of the Chicago, Burlington & Quincy, and 11 per cent of the total business of the Chicago, Rock Island & Pacific. The commissioners, in their annual report for 1888, in commenting upon their schedule, say: "They brought to the consideration of the subject mainly the rates that the railway companies themselves had charged in the past. Some of them had been special, others had been made under the influence of strong competition, others were made by an agreement with all the roads in the State, and were supposed to represent all the traffic would bear. The commissioners' rates were, as they thought, a fair and just average from comparisons instituted, as the law required, between the rates of this and adjoining States, not always the rates in schedules, but those under which the business had been done. The rates made were intended, as far as practicable, to afford relief to the business interests of the State, and at the same time give a reasonable compensation for services rendered. * * * * The rates fixed were certainly higher than the roads had voluntarily, for a considerable period, fixed themselves for a large portion of their traffic. The various industrial interests of the State appeared before the Board, showed the rates that they had been receiving, voluntarily given, and asked the Board to arrange a schedule so that they might be fairly placed in a position to meet on equal terms their competitors outside the State. They asked that in the distribution of commodities, their jobbing houses should not be closed and their manufacturing establishments driven out of the markets of the State. The representatives of the railroads appeared before the Board and charged all the evils complained of upon the law, which they claimed was harsh, unyielding, and entirely unfitted to meet the conditions or wants of the people. They claimed that manufacturing and jobbing interests could only flourish in a State situated as Iowa is, by special rates, but to make all rates as low as their special rates had been made for this purpose would take away their revenue."

Notice of the taking effect of the commissioners' schedule was ordered published, and the first publication was made June 14, in which it was set out that the rates would be effective on June 28, 1888. On June 22 the notice was changed by order of the chairman, making the rates effective July 5. On June 28, a restraining order from Judge Brewer was served on the commissioners on complaint of the Chicago & Northwestern, Chicago, Burlington & Quincy, and Chicago, Milwaukee & St. Paul roads, ordering the discontinance of the publication of the notice, and the enforcement of the rates pending the hearing for an injunction. On the 29th of June a temporary



injunction was issued by Judge Fairall, of Iowa City, upon application of the Chicago, Rock Island & Pacific Railway Company, and the Burlington, Cedar Rapids & Northern Railway Company. An appeal was taken from the order of Judge Fairall to the Iowa Supreme Court, and argued at the October term. Before a decision was reached in that tribunal, the original procedings before Judge Fairall were dismissed by request of the companies last named. Thus ended the litigation in the State courts, except as to a number of penalty suits commenced by the Attorney-general, which were transferred to the Federal courts, and by Judge Brewer remanded back to the State courts, where they are still pending.

On the 3d of November, 1888, the commissioners, under section 18 of the law, rendered decisions in three cases brought by the shippers of Davenport, Burlington and Dubuque respectively, in which the original schedule of rates was again declared to be the maximum charges to be thereafter made by the roads complained of, viz.: Chicago, Rock Island & Pacific, Chicago, Milwaukee & St. Paul, Burlington, Cedar Rapids & Northern, Minneapolis & St. Louis, Chicago, Burlington & Quincy, Illinois Central, and the Chicago, St. Paul & Kansas City. In these decisions, however, the western classification was substituted for the Illinois classification formerly adopted. It is now claimed by the companies that this was an increase of but 2½ per cent. At the hearings in these cases a large amount of testimony was taken showing the disparity between inter-State and State rates, of which the following are fair samples: To a point 100 miles west of Burlington, the carload rate in from Chicago, and the fourth class rate out, was eighty-five cents, while the fourth class rate from Chicago to the same point, directly through Burlington was but sixty-five cents. From St. Louis to Burlington, 212 miles, the rate was fifteen cents; while from Burlington to Keokuk, forty-three miles, the rate was eighteen cents. From Chicago to Griswold, 465 miles, thirty cents; from Burlington to Griswold, fourth class, twenty-eight cents; from Chicago to Hamburg, through Burlington 486 miles, fourth class, thirty cents; from Burlington to Hamburg, 280 miles, fourth class, thirty cents.

On November 27th, 1888, Judge Brewer, on an application on the part of the Chicago, Milwaukee & St. Paul Railway Company and the Chicago, Burlington & Quincy Railroad, issued an order restraining the Commissioners from acting under the November 3d decisions, pending a hearing at St. Paul on December 11th. Following this hearing on the 2d of February, 1889, Judge Brewer rendered his decsion declining to grant the injunction. On the 4th of February, President Perkins, of the Chicago, Burlington & Quincy, notified the commissioners that his road would put in the commissioners' rates. The following is the letter he wrote:

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY,
BURLINGTON, IOWA, February 4, 1889.

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

DEAR SIR—I beg to inform you that, while we most respectfully protest that the commissioners' schedules are unjust to us, it is the intention of this company, pending further hearing, to comply at once with the decision

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of Judge Brewer, filed with the clerk of the United States district court on Saturday, February 2d. We shall print schedules without delay, and shall refund any overcharges since the filing of the decision.

There has been a disposition in some quarters to criticise the railroad managers, because they have felt it to be their duty to the owners of property to ask the courts to expound the statute; but I am satisfied this has grown out of a misunderstanding of the situation. It seems to be not only proper, but of the most serious importance to the State, as well as to the railroads, that the law in a matter of such very great consequences to all of us should be interpreted by the highest tribunals. The present railroad law in this State very vitally affects a great many millions of dollars worth of property, honestly invested and as much entitled to be protected as property of any other character. The people of the State are themselves owners of property, and know that they cannot strike a blow at the railroads without affecting all values. I have lived thirty years in Iowa, and while I know it is not the desire or intention of the people to deal unjustly with the railroads, or to make laws likely to prevent capital from coming here, not only for railroad construction, but for improvements of various kinds, I know also that the subject of railroad transportation is an intricate and difficult one, and that few persons have been able to give it sufficient consideration to understand, as we do, the very serious nature of the controversy which has been going on.

We understand the effect of Judge Brewer's decision to be, that the last schedules fixed by the commissioners should be complied with by the railroads pending further hearing in the courts; and while we hasten to act accordingly, we desire to express the conviction that the rates established are inadequate, and the hope that we may have the co-operation of the commissioners in the further hearing and the final and satisfactory settlement of this whole question.

Very respectfully,

C. E. PERKINS,
*President.*

Mr. Perkins was soon followed by the other roads, all of which are now operating under the commissioners' rates.

### RAILROAD LITIGATION.

As stated in the report of 1888, on the 28th of June, 1888, the Chicago, Burlington & Quincy Railroad Company, the Chicago & Northwestern Railway Company, and the Chicago, Milwaukee & St. Paul Railway Company filed a bill with Judge Brewer of the United States circuit court, asking an injunction restraining the Commissioners from putting in force their schedule of freight rates, and after a hearing on July 27, 1888, a temporary injunction was issued.

On the 2d of November, 1888, the Commissioners, under section 18 of the law, rendered decisions in the three cases brought thereunder



by the shippers of Davenport, Burlington and Dubuque, respectively, in which the original schedule of rates was again fixed as the maximum charges to be thereafter made by the roads complained of, viz.: Chicago, Rock Island & Pacific Railway Company, the Chicago, Milwaukee & St. Paul Railway Company, the Burlington, Cedar Rapids & Northern Railway Company, Minneapolis & St. Louis Railway, Chicago, Burlington & Quincy Railroad Company, Illinois Central Railroad Company, and the Chicago, St. Paul & Kansas City Railway Company. In these decisions the western classification was substituted for the former Illinois classification, thus changing the rates and taking them out of the operation of the temporary injunction. On November 27, 1888, following, Judge Brewer, on an application on the part of the Chicago, Milwaukee & St. Paul Railway Company, joined by the Chicago, Burlington & Quincy Railroad Company, issued an order restraining the Commissioners from acting under the November 3d decisions, pending a hearing at St. Paul on December 11th. Following this hearing, on the 2d of February, 1889, Judge Brewer declined to grant the injunction asked for. Judge Brewer in his decision stated that—

> There are substantially three questions presented.
>
> *First*—Has there been an invasion of the injunction ordered heretofore issued, and, therefore, a practical contempt of that order?
>
> *Second*—Did the sections of the statute, under which the Commissioners acted, give authority to render such decisions and establish a full schedule of rates for the complainants?
>
> *Third*—Is the schedule announced just and reasonable?
>
> With reference to the first question there is little room for doubt. In the injunction which was issued there was no assumption of power to prescribe rates and no pretense of interfering with the Commissioners in the discharge of any duties imposed upon them by statute. The limits of judicial interference were, I think, clearly stated in the opinion filed. Beyond that limit, as I said, the courts have no power to go, and the whole matter is relegated to the discretion of the Commissioners. It would be strange, indeed, after the various adjudications of the Supreme Court, if any court would assume to prescribe a schedule of rates. * * * And, finally, it must be observed that the question, what are reasonable is, as, perhaps, none know better than these Commissioners, one of exceeding intricacy and difficulty, and it would be strange, indeed, if an honest effort on their part to solve that question, in the discharge of their official duties, could be denounced as an intentional contempt of judicial orders. I think I but voice the opinion of every individual who has been drawn to take any part in this litigation, that we, all of us, are simply searching after the truth.
>
> With reference to the second question, the contention of complainant is that sections 18, 19 and 20 contemplate simply the inquiry by the Commissioners into an alleged overcharge in a particular shipment, with power to

declare what was a reasonable charge, and to make that determination applicable in the future to all charges of a kindred nature, that only under section 17 could the Commissioners make a full schedule.

My first reading of the statute gave me the same view, but subsequent examination convinces me that such is not the correct construction. Section 17 undoubtedly authorizes the Commissioners on their own motion, to proceed and establish schedules of rates for all the railroads; indeed, it directs them so to do. Under this section they proceed, not under any complaint, but simply obeying the mandate of the legislature. Sections 18, 19 and 20 contemplate proceedings against a particular railroad company upon complaint made. Under these sections the board proceeds not upon its own motion, but only in response to the application of some party. While the proceeding is quasi judicial in that there is a complainant and defendant, the latter brought in by notice and a hearing and decision, yet the scope to which complaint may be made, inquiry may go, and decision rendered is disclosed by the first part of section 18 and a portion of section 20. Obviously, reading sections 17 and 18 together, the thought of the legislature was this: That under section 17 the Commissioners should proceed in a legislative or administrative capacity, and after giving notice generally, and not to any particular railway company, and giving general opportunity to all for furnishing information, were to prepare schedules for all the roads; and then in order that the rates might be reduced to the lowest reasonable figure, as provided for complaint in section 15 against any particular road, and authorized the commissioners after notice to and hearing to fix a schedule for that road or determine the reasonableness of any particular charge. Only by giving this construction does it seem that full force can be given to all the words in section 18. The complaint generally of the railroad companies is that the statute is unnecessarily severe and stringent. Obviously, it was the thought of the legislature to provide for all contingencies, and to give the fullest power to the Commissioners. Nor do I think that this construction renders the statute obnoxious to the charge of class legislation. Power of classification unquestionably exists; that is conceded. Power to determine upon complaint whether any charge or series of charges by a particular railroad company is reasonable or not, cannot be questioned and power to declare that determination shall, as to the particular road, be a rule for the future, would seem to follow.

This brings us to the last of three questions suggested, to-wit: the reasonableness of the rates. In respect to this, I have nothing to add to what I said in the opinion heretofore filed, concerning the rules controlling judicial action. I abide by the propositions then laid down, and have simply sought to apply those rules to the facts developed by the testimony now presented. Neither shall I attempt any review of such testimony; its volume precludes this. All that I can do is to state conclusions and results with two or three principal matters controlling the same. It may be premised that the testimony now presented is more definite and satisfactory than that before me in the summer. While much of it is by affidavit, still there has been since then time for examination and comparison and the testimony is more positive and direct and less a matter of estimate. I do not mean to say that everything has been made clear, but the testimony taken upon the different



hearings and the examinations made by the railroad officials are more and more bringing out the exact facts.

I notice, first, the testimony of Mr. Ripley, the general manager of complainant. His long experience and position with the company complainant, give weight to his testimony. It shows that the gross earnings of 1888 of complainant's entire road (the last two months estimated) will be $24,055,241.19, while the operating expenses and fixed charges will be $24,826,801.40, leaving a deficit of $771,560.21. If the same percentage of reduction adopted by the Iowa Commissioners in their last schedule be applied to the whole business of complainant, it would reduce their gross freight earnings $4,360,000. Adding this to the actual deficit, there would be $5,131,560.21 of income less than the operating expenses and fixed charges. Now, if this were an average year, a fair standard upon which to base our judgments, obviously the proposed reduction by even the last schedule prepared by the Commissioners could not be sustained. But it is not a fair standard; the year has not been an average one. The testimony shows, even if the public history of the times did not compel the court to take judicial notice, that a widespread strike on the part of the engineers of complainant's road, continuing through many months, has added largely to the expenses of operating, and struck a heavy blow at the business of the company. Turning back to the year 1887, it appears from the same testimony, that the operating expenses and fixed charges were $21,381,997.60, and that the gross earnings subjected to the Commissioners' last schedule would have amounted to $21,656,583.04, leaving a balance of net earnings of $272,585.44, which would make a dividend of 35-100 of 1 per cent of the capital stock. Mr. Ripley says that this was a prosperous year for the complainant. While that may be true, yet looking back on the reports for prior years, it does not appear to have been an exceptionally prosperous year. While the tonnage of freight carried exceeded largely that in prior years, yet the gross freight earnings were less than that of three of the prior years. Indeed, looking back through the reports as far as 1879, it would seem that the company received less per ton for carrying freight during 1887 than in any prior year. If that be true, and the reduction made by the last schedule of the defendant applied generally to all the freight business of the company would still leave a balance, although a small one, for distribution among the stockholders, how, within the rules laid down in the prior opinion, can I hold that the rates are so unreasonable as to justify judicial interference? The testimony furnished by the officials of other roads as to the effect of the Iowa tariff on their net earnings runs in the same direction. It is unnecessary to give figures.

Again, these figures have been given upon the basis of a proportional reduction of all the freight tariffs of the complainant, both State and interstate. Nowhere is it affirmed by the witnesses for complainant that if the rates prescribed by this last Iowa tariff were applied to their whole business the results above disclosed would follow. On the contrary, it is evident from the testimony that if these Iowa rates were of universal application to the entire business of the company, there would not only be no deficit, but a considerable sum for distribution as dividends. If that be true, can these rates be declared unreasonable? This opens the door to a serious inquiry. Prior to this act terminal tariffs were in existence in Iowa as they still are

in other States. This act abolished, within the limits of Iowa, terminal tariffs, and substituted therefor uniform mileage tariff. Now, when in some States through which the company's road runs, a statute law imposing no restraints, the laws of competition compel terminal tariffs with their lower rates, can such submission to the laws of competition and business in one State be plead as an excuse for resisting the enforcement of low mileage tariff in this State? I think the answer to that question will be found in the opinion heretofore filed. Neither necessity of business, real or seeming, in one State, nor the laws of that State, furnish any excuse for reducing the local tariff beneath that which is compensatory. The real question is not what effect upon the earnings of complainant a similar percentage of reduction in all its tariffs would occasion, but what would be the effect if the Iowa schdeule was applied to all its business? The answer to this question seems, from the testimony, to be that the rates would be compensatory. I remark again, that the amount of purely local freight as compared with the other business of the company is very small, 4 per cent, I believe, so that if the entire earnings from this part of its business were swept away, the loss of the company would be limited in amount. Of course, this fact does not authorize injustice or sanction rates which are unreasonable, but it suggests the propriety, in view of the considerations heretofore noticed, of actual experiment as the most satisfactory test of the reasonableness of the rates. I quote in this respect the language of Mr. Justice Woods, in the case of *Tilley vs. R. R. Co.*, 5 Fed. Rep. 662.

The officers of the railroad company declare that the rates fixed by the Commission will so reduce the income that it will not suffice to pay the running expenses of the road and the interest on its bonded debt; leaving nothing for dividends to its stockholders. The Railroad Commissioners assert that their schedule was framed to produce 8 per cent income on the value of the road after paying cost of maintenance and running expenses. Which view is the correct one, it is impossible to decide from the evidence submitted. There is, however, a conclusive way, and it seems to me it is the only one by which this controversy can be settled, and that is by experiment. A reduction of railroad charges is not always followed by a reduction of either gross or net income. It can soon be settled which is right—the railroad company's officers or the Railroad Commission—in their view of the effect of the Commission's tariff of rates by allowing the tariff to go into operation.

While quoting this language as applicable hereto, I do not mean to endorse it as of universal application, but only under the circumstances of the present case. Where the effect of rates is doubtful, with a probability that they will prove compensatory, and the amount of business to be affected thereby is comparatively small, I think, the courts may well wait for the test of experience.

Influenced by these considerations, I am led to refuse the preliminary injunction and to set aside the restraining order heretofore entered. It may well be that by the time this case comes to a final hearing the test of experience will have solved some of these matters; and it may be clear, as now seems probable, that the rates imposed by this last schedule are compensatory within the rule laid down in the prior opinion, in which case no injunction ought to issue, or clear that they are not compensatory, in which case,



beyond any doubt in my mind, a final and permanent injunction ought to be be granted. The preliminary injunction will be refused, and the restraining order will be set aside. The same order will be made in the similar case of the Chicago, Milwaukee & St. Paul Railroad Company vs. same defendants.

The promulgation of Judge Brewer's decision elicited from Mr. C. E. Perkins, president of the Chicago, Burlington & Quincy Railroad Company, the letter which is already presented in Mr. Smith's history of the railroad legislation and litigation in Iowa.

The other roads doing business in this State followed the action of the Chicago, Burlington & Quincy, and are now operating under the Commissioners' rates.

*The injunction granted by Judge Brewer against the first schedule and classification has not been dissolved and is pending in the United States Circuit Court, on a plea to the jurisdiction.

From the injunction granted by Judge Fairall in the District Court of Johnson County, an appeal was taken to the Supreme Court of this State, which was argued and submitted at the October term of 1888, but before an opinion was filed, the case in the court below was dismissed by plaintiffs, which terminated the matter.

### CASES PENDING IN STATE COURTS.

In the following eight cases the railroad companies interested have either declined or neglected to comply with the rulings of the Commissioners, and suits to enforce the Commissioners' findings have been instituted by the Attorney-general:

*Since the above was in type the following arrangement has been made:

*To his Excellency, the Governor, and the Honorable Board of Railroad Commissioners of Iowa:*

In view of the fact that all the railroads of the State have yielded to the schedule of rates promulgated by the authority of the State, it is proposed by the undersigned railroad companies that they will, at their own costs, dismiss the suits pending between them and the railroad commissioners, *provided*, that in consideration thereof, the commissioners, defendants therein, will waive all damages because of the wrongful suing out of the temporary writs of injunction. And it is *further provided*, that the Attorney-general be directed by the necessary authority, to dismiss at the costs of the State, all suits for penalties now pending, brought by the State against any railroad company.

Dated: December 17, 1889.

Respectfully,

THE CHICAGO & NORTHWESTERN RAILWAY CO.,
By N. M. HUBBARD, *Attorney.*

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.,
JOHN T. FISH, *General Solicitor*, by J. W. BLYTHE.

THE CHICAGO, BURLINGTON & QUINCY RAILROAD CO.,
By J. W. BLYTHE, *its Attorney.*

WILLIAM LARRABEE.
C. C. NOURSE, *Attorney for Railroad Commissioners.*
PETER A. DEY, SPENCER SMITH, F. T. CAMPBELL.

Case No. 150, of 1888—*F. R. Campbell, of Bismark, Iowa, v. Chicago, Milwaukee & St. Paul Railway Company.* Removal of side track and station. This case is pending in the District Court of Pottawattamie county.

Case No. 5, of 1889—*Thomas McDonald, Bayard, Iowa, v. Chicago, Milwaukee & St. Paul Railway Company.* Inadequate farm crossing. This case is also pending in the District Court of Pottawattamie County.

Case No. 27, of 1889—*Board of Supervisors of Marshall County v. Chicago & Northwestern Railway Company.* Change of highway crossing. In this case the Attorney-general has been notified in writing that it is the intention of the respondent company to comply with the findings of the Commissioners.

Case No. 133, of 1888—*Citizens of Sutherland and Paulina v. the Chicago & Northwestern Railway Company, and Cherokee & Dakota Railroad Company.* Connecting tracks. In this case the respondent, the Chicago & Northwestern Railway Company, has filed with the Attorney-general a notice in writing of its intention to put in the connection. See report of 1887, page 754, also report of 1888, page 745.

Case No. 140, of 1888—*City of Fort Dodge v. Des Moines & Fort Dodge Railroad Company, and Chicago, Rock Island & Pacific Railway Company.* Failure to operate road and abandonment of track. In this case the Attorney-general has associated with him the attorneys who appeared for the complainant, and the case is now pending in the courts of Webster County.

Case No. 127, of 1888—*Helga Amundson v. the Chicago & Northwestern Railway Company.* Obstruction of highway. Suit has been brought by the Attorney-general to enforce the finding in this case. See report of 1888, page 738.

Case No. 85, of 1889—*E. J. Little, President of the Niagara Fuel Oil Company of Lima, Ohio, v. the Chicago, Milwaukee & St. Paul Railway Company.* Refusal to switch cars at Dubuque.

Case No. 73, of 1889—*Shippers of Davenport v. the Burlington, Cedar Rapids & Northern Railway, and Chicago Rock Island & Pacific Railway.* Refusal to grant joint rates to complainants, while they were allowed to Chicago and other inter-State shippers; delay on account of alleged unnecessary rebuilding at West Liberty; attaching a special freight car to a Burlington, Cedar Rapids & Northern passenger train, which was alleged to be available only for inter-State shippers. After full hearing the board ordered the Chicago, Rock Island & Pacific Railway Company to through bill and through load from Davenport to points on the Burlington, Cedar Rapids & Northern, the same as on inter-State business, and held that "so long as a special freight car is run in this manner, complainants shall be accorded the privilege of having their merchandise in this car." Both companies declined to obey the order.

Except as above noted, a full statement of each of the cases here mentioned will be found under the head of "Complaints" in this volume.



## CONFLICTING AND DISPUTED PROVISIONS OF THE LAW.

In their report for the year 1879 the Commissioners, with the view of making the railroad law of the State more harmonious in its provisions, called the attention of the legislature to the following, viz:

Section 1280, of the Code of 1873, requires each railroad corporation, annually, under the oath of its president, to make a report to the Secretary of State, to be by him forwarded to the General Assembly. As section 5, chapter 77, of the laws of the Seventeenth General Assembly, provides for a full report to the Board, we respectfully recommend the repeal of section 1280 of the Code, as also sections 1281 and 1282. Sections 1293, 1294 and 1295 provide for special Commissioners. We respectfully suggest and recommend that the duties therein required might now be required of the Board of Railway Commissioners, and that instead of an action in court, as provided in section 1293, the first application of the road aggrieved would be to the Railroad Commissioners, reserving, if thought best, the right of review of the decision of the Commissioners by the Supreme Court, upon the petition of the company deeming itself aggrieved.

Section 1303 requires the corporation constructing a new railroad to report to the next General Assembly the total cost thereof, specifying the amount expended for construction, engines, cars, etc. We respectfully recommend that this section be so changed as to require the report to be made to the Board of Railroad Commissioners. Section 1318, treating of the subject of taxation, requires the several companies to report to the Executive Council on or before February 15th of each year.

We respectfully recommend the repeal of the above section and that the Board of Railroad Commissioners be required to furnish to the Executive Council the necessary facts, as found by the reports of the several railroad companies in its office, to enable the Executive Council to assess the roads.

We further respectfully recommend that the legislature provide by law that the actual and necessary traveling and other expenses incurred by the Commissioners, in discharge of the duties imposed upon them by law, and for which vouchers shall be rendered, be allowed; and that it be specially provided that each railroad company in Iowa shall furnish transportation over its road, without expense to the State, for the Commissioners and their secretary, or any person acting under their direction.

The Executive Council has usually audited the vouchers of the Commissioners for traveling expenses, when traveling upon business connected with the duties of the office, and the legislature, at its last session, required the railroads to carry the Commissioners, their secretary, clerk, etc., free of charge.

SWITCHING CARS.

Section 4, chapter 28, acts of the Twenty-second General Assembly, provides that—

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 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.

While this section clearly makes it the duty of the carriers to switch cars, the question of what constitutes a switch, as distinguished from a haul, is not settled.

In a late ruling of the Commissioners, the Chicago, Milwaukee & St. Paul Railway Company was required to switch cars of a rival line to an industry located on its line, three miles from the station, within the city limits of the city of Dubuque. The cars, in the transfer, passed on the main line, and then onto a siding. The company at once established a station at this point, named it Eagle Point, and charged the Commissioners' rates for a five miles haul, the distance being claimed to be a trifle over three miles.

Since the above was printed a communication has been received from complainants, enclosing an expense bill showing rate of $18 per car for the haul of about three miles.

There seems to be no standard fixed as to where switching terminates and a haul begins.

FARM CROSSINGS.

Section 1936 of McClain's Code provides that—

When any person owns land on both sides of any railway, the corporation owning the same, shall, when required so to do, make and keep in good repair one cattle-guard, and one causeway or other adequate means of crossing the same, at such reasonable place as may be designated by the owner.

The Supreme Court, in the case of Gray vs. Burlington & Missouri River Railway Company, 37, 119, held that—

Where the only means a citizen has of reaching a highway is across the railway, he may insist that an open crossing be provided for him, by means of which he may reach the highway, without stopping to open gates or remove bars.



In other cases, however, what constitutes an "adequate" crossing is not clearly defined.

The fencing law, passed at the last session of the legislature, has made the final settlement of this question of importance at this time.

NEW STATIONS.

Section 3, chapter 77, Seventeenth General Assembly, provides that—

Whenever, in the judgment of the Railroad Commissioners * * * * * or any change of its stations or station houses * * * * is reasonable and expedient, in order to promote the security, convenience and accommodation of the public, etc., etc.

Under this section, in connection with the general authority granted in the beginning of the same section, the Commissioners have, on several occasions, ordered in new stations. Their authority so to do has been questioned by the railroad companies, their claim being that the authority of the Commissioners only extends to changes of stations already established.

CHANGING NAMES OF STATIONS.

Section 1, chapter 31, of the Acts of the Twenty-second General Assembly, is as follows:

In all cases where any railway company shall fail or refuse to make the name of a railway station conform to the name of the *incorporated* town, within the limits of which it is situated, the Railway Commissioners of the State, upon hearing and after notice thereof, may order a change in the name of the said station, etc.

This section seems to apply only to incorporated towns, and should properly be made to apply to all stations.

HIGHWAY CROSSINGS.

Section 1971 of McClain's Code, among other provisions, says that—

"Every corporation constructing or operating a railway shall construct at all points, where such railway crosses any public highway, good, sufficient and safe crossings and cattle guards," etc., etc.

The Attorney-general of Iowa holds that this applies to a change of highway to a new location after the railroad is constructed, and

also to highways laid out after the railroad is built as well. The railroad companies are proposing to test this question in the courts. The statute can be so worded as to leave no doubt of its meaning.

### UNION RAILWAY DEPOTS.

Sections 2090, 2091, 2092 and 2093, of McClain's Code, provide for the organization of corporate bodies for the construction, and operation of union passenger and freight depots, for the condemnation of land for union depot purposes, when approved by the Railroad Commissioners, and for the right to lay tracks necessary to connect the several railways of any city or town therewith. There is no provision requiring the different railroads to use such union depots when so constructed. In the Keokuk case reported on page 612 of the Commissioners' Report for 1886, the board was divided as to its authority to order the construction and operation of union depots.

### JOINT STATIONS AND Y CONNECTIONS.

The law regulating these matters has been a source of much discussion before the Commissioners.

The Fifteenth General Assembly enacted the following, section 1292 of the Code:

> Any railway corporation, operating a railway in this 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; 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.

Sections 1293, 1294 and 1295 following, provide for a commission to determine the adjustment of the cost of construction and maintenance of such crossings and connections in the event of disagreement between the respective companies.

The Twentieth General Assembly enacted the following, section 1, chapter 24:

> All railroad corporations shall at all points of connection crossing or intersection with the roads of other corporations, unite with such corporations in establishing and maintaining suitable platforms and station houses for the convenience of passengers desiring to transfer from one road to the other, and for the transfer of passengers, baggage or freight, whenever the same shall be ordered by the railroad commission, and such corporation shall, when so ordered by the railroad commission, keep such depot or passenger house, warmed, lighted and open to the ingress and egress of all passengers a reasonable time before the arrival and until after the departure of all trains carrying passengers on said railroad or railroads; and said railroad companies so connecting, crossing or intersecting shall stop all trains at said depots at said connections, crossings or intersections, for the transfer of passengers, baggage and freight, when so ordered by the railroad commission, and the expense of constructing and maintaining such station house and platform shall be paid by such corporations in such proportions as may be fixed by the order of the railroad commission. Such corporations, connecting or intersecting as aforesaid, shall also, whenever ordered by the railroad commission, so unite and connect the tracks of said several corporations as to permit the transfer from the track of one corporation to the other of loaded or unloaded cars, designed for transportation upon both roads.



Under the mandatory section passed by the Fifteenth General Assembly, the Commissioners ordered the construction of several connecting tracks. The Railroad Companies interested in the same declined to put them in, contending that the last quoted section which grants a discretion to the Commissioners, operated to repeal the mandatory section. A test case is now pending in the courts.

There has also been a disagreement in the construction of the first paragraph of this section, as to whether it applies to crossings where one line passes over the other. The absence of the comma between the words "connection crossing" having been held to convey the intention that there mustbe an actual connection and control of the tracks before the Commissioners are granted the discretion of ordering in joint stations and connecting tracks.

There are several points in the State where two separate railroad lines reach the same station or town, but as the lines do not cross or intersect each other there seems to be no provision for requiring the construction of connecting tracks for the transfer of cars.

Cases also occasionally arise where parties desire to construct, at their own expense, tracks leading out to a private industry, and the right to connect the same with the railroad track becomes a question of no small importance to the interested parties, as that right has been disputed. When such connection is sought to be made outside of yard limits, the extra hazard of operating trains must be considered.

JOINT RATES.

The authority of the Commissioners to put in joint rates on freight passing over two or more lines has been affirmed by the shippers and denied by the carriers. The Commissioners held, in the complaint instituted by the Davenport shippers, that the law does not give them the authority, but expressed the opinion that it should properly do so.

POSTING FREIGHT AND PASSENGER TARIFFS.

The law seems to the Commissioners to be somewhat indefinite upon this requirement, as it is not specifically stated as to the place or manner in which the posting is to be done.

FREE TRANSPORTATION OR REDUCED RATES.

There has been a disagreement of the Commission upon the construction of section 2077 of McClain's Code, and a specific statement as to what shall be regarded as for "charitable purposes," and whether reduced rates may be granted to firemen, is suggested, as is also a construction of section 2073, as to what is intended to be included in the term of "any new industry." The question has also been raised, under this section, as to the right of the carrier to grant free transportation to the relatives or friends to look after killed and injured employes, and to its witnesses in cases in which a Railroad Company is a party.

GOVERNOR'S QUESTIONS TO RAILROADS.

Sections 4 and 5 of chapter 77, of the acts of the Seventeenth General Assembly provide for the annual report of this Commission and specify what it shall contain. The tenth paragraph of said section reads as follows:

"Such statistics of the road and of its transportation business for the year as may, in the judgment of the Commissioners, be necessary and proper for the information of the General Assembly, or as may be required by the Governor," etc.

It has been the practice of the Commissioners for several years to forward, with the regular information blanks sent to the respective railway lines of this State, such special questions as the Governor



has seen proper to propound. This year the Chicago & Northwestern Railway Company denies any obligation on its part to furnish this special information, and assigns as a reason that section 22 of chapter 28, laws of the Twenty-second General Assembly, specifically defines what may be asked for in connection with the annual report, and in connection with section 32 (the repealing section), operates to repeal the section authorizing the Governor to submit questions.

The letter is as follows:

The questions contained in the letter of the Governor, dated August 5, 1889, are not answered, because sections 4 and 5, of chapter 77, of the laws of the Seventeenth General Assembly, have been repealed by sections 32 and 22, of the act to regulate railroad corporations, etc., approved April 5, 1888.

This report contains information according to the form sent by the Railroad Commissioners as far as the books and accounts of the company furnish the facts required by the different items and questions, and includes the transactions of the Chicago & Northwestern Railway Company without regard to whether they are inter-state or State. We think it proper to state, however, that we understand the law only to require a report as to transportation which begins and ends in the State of Iowa, and to embrace the information specified in section 22 of the act of April 5, 1888, as to that business.

Similar answers were made by the Chicago, St. Paul, Minneapolis & Omaha Railway Company, and by the Sioux City & Pacific Railroad Company.

If it is true, as claimed by the Chicago & Northwestern Railway Company, that sections 4 and 5, of chapter 77, are repealed, a penalty clause for the enforcement of section 22, of the act of April 5, 1888, would materially assist in securing more prompt attention to the questions sent out by the Commissioners. The delays in this regard of this year have been unusually annoying, and the unsatisfactory and incomplete condition of the returns sent in has detracted very much from the value of the annual report for 1889.

The Commissioners, in their first annual report (1878), under the head of "Publicity of Railroad Management: their Best Security," expressed the following views, which are quite pertinent at this time:

Until within a few years it has been the policy of the railroad corporations to conceal their management and business, not only from the public view, but frequently from the eyes of their own stockholders. This is now generally conceded to have been a mistaken policy, and the developments of recent years have shown it to have been pernicious as well. Concealment

had the effect to inspire distrust, and distrust grew into a general want of confidence. Thousands of people were persuaded to invest their capital in these enterprises, many of them having but small means and being limited investors. The policy of secrecy on the part of the management aroused the suspicion of stockholders and of the public, and public sentiment at last became so strong that most of the better class of corporations have conceded the justice and necessity of publicity in order to the protection of their property from the suspicion and distrust which often produced damaging effects upon its value. The same policy of concealment prevailed for many years in Epgland, but it has at last, as in this country, given way to the more healthful one of publicity. Relying upon the secrecy of their management, many corporations have in years past found opportunity for mismanagement and frauds, and shameless scandals have now and then broken upon the astonished public, bringing wreck to the property, loss to the smaller stockholders, and injury to the communities where their lines run. The report of the Massachusetts Commissioners for 1875, devoted considerable space to this subject, and a subsequent legislature enacted a stringent law in accordance with the suggestions and recommendations. While the Commissioners of Iowa have no special recommendation to make on this matter, they take this opportunity to say that whatever may contribute to the most thorough and complete publicity of the affairs of railroad corporations can but prove of great ultimate value to the companies themselves, and work to the establishment of confidence in the public mind through the exercise of mutual trust between the companies and the people. As the diffusion of information upon all enterprises of a public, or *quasi* public character, is the surest check upon mismanagement, it is equally efficacious in securing public confidence, both being calculated to conserve the interests and protect the value of that to which they relate.

### TAKING UP TRACK.

The question of the right of a railway company to take up its track and abandon the operation of its line has been referred to the Commissioners in two cases during the past year.

The Estherville branch of the Chicago, Milwaukee & St. Paul Railway Company was constructed without tax or other aid, and, so far as it appears from the information in this office, without the exercise of the right of eminent domain. The company saw proper to abandon the operation of its line, and proceeded to take up its track. The Commissioners could find no authority for interference on their part in a case of this kind, except it be under the general provisions of section 3, of chapter 77, of the acts of the Seventeenth General Assembly. Letters were received from citizens at Clarinda, making inquiry as to the right of the Clarinda & St. Louis Railroad Company to abandon its line and take up its track. This is a line that received aid by taxes and private donations, and would



be governed by the decision of the Commissioners in the Northwood case, and the rulings of the Supreme Court of this State following. In this case, however, the Supreme Court intimates that a different ruling might be made for an unprofitable line. Chapter 118, of the acts of 1867, expresses the right of the State to regulate these matters, but confines the operation of the law to roads constructed prior to 1866.

Respectfully submitted,

PETER A. DEY,
SPENCER SMITH,
FRANK T. CAMPBELL.

Attest:

W. W. AINSWORTH, *Secretary.*

## AUTOMATIC COUPLERS AND POWER BRAKES FOR FREIGHT TRAINS.

Mr. Coffin, a former member of this Board, has presented his views on the subject of automatic couplers and brakes worked by steam from the engine, which are here given, in connection with the view of the Board in 1884.

The Supreme Court of Iowa sustains a view of the law that has attracted the attention of the Commissioners, and seems peculiarly to apply to the present condition. In the case, *Metzgar vs. The Chicago, Milwaukee & St. Paul Railway Company*, volume 76, page 387, the lower court had instructed the jury as follows:

> It is the duty of the defendant to adopt and use the best known and approved appliances for the prevention of the escape of fire from its engines used in the operation of its railroad, and when an invention or appliance *has been tested and generally approved as better than that already in use by it*, it then becomes the duty of the defendant, with all reasonable diligence, to adopt and use said invention upon its engines, and it will not do for the defendant to neglect to do so, until said invention has become in use by all other roads, unless, by the exercise of reasonable diligence, it could not sooner adopt and put in use the said improvements.

The findings of the jury under this ruling are affirmed, and the ruling sustained, although in negative terms. The court says:

> We are not prepared to hold that a railway company may defer adopting an important and necessary improvement until it has been adopted, and is used exclusively, by some other road.

The doctrine of this instruction, if applied to automatic couplers and air brakes, would give judicial sanction to all that is asked in the paper submitted by Mr. Coffin.

The subject is worthy the thoughtful consideration of all persons who are in any manner responsible for the operation of railway trains, and the time may not be far distant when legislation should require all that Mr. Coffin asks. The Board is not disposed to take any backward steps on this subject, but is of the opinion that na-

tional legislation would be much more effective and far-reaching than anything that could be done by individual states.

Views of the Board in 1884:

During the existence of this Board, since 1878, six years, there have been reported killed in Iowa, while coupling cars, 108 persons; injured, 665. This fearful loss of life and terrible amount of personal injury, is not confined, by any means, to this State; the above is not far from the average reported by most of the states. Mr. Innis, the railroad commissioner of Michigan, made, last year, an interesting summary of accidents, carrying out the percentage of accidents to the mileage in the different states, and we think that of Iowa was below the general average. If this be correct, during the period this Board has been in existence, there have been in the United States not less than 1,886 persons killed, and 11,305 injured, from coupling cars alone. This fearful slaughter has concentrated the inventive genius of the age upon some method by which cars can be coupled and uncoupled without going between them. This matter has been the subject of discussion in the railway journals and gatherings of master car-builders for some years. The first legislative enactment with regard to it, that seemed to reach anything like a practical result, was the following, passed by the General Assembly of Massachusetts:

"CHAPTER 222, ACTS OF 1884, REQUIRING RAILROAD COMPANIES TO USE SAFETY COUPLERS ON FREIGHT CARS.

"*Be it enacted, etc.:*

"SECTION 1. Every railroad company, operating a railroad or any portion of a railroad wholly or partly within this State, shall place upon every freight car hereafter constructed or purchased by said corporation, and upon every freight car owned by such corporation, of which the coupler or drawbar is repaired by it, with intent to use such car, such forms, or form, of automatic or other safety coupler at each end thereof, as the board of railroad commissioners may prescribe, after examination and test of the same, and the railroad commissioners may annul any recommendation made by them.

"SEC. 2. The provisions of this act may be enforced by the supreme judicial court on application of the attorney-general.

"SEC. 3. So much of this act as relates to the examination and test, shall take effect upon its passage, and the same shall take full effect on the first day of March next.

"Approved May 8, 1884."

On the 25th of September the Railroad Commissioners of the State, after giving general notice, invited inventors to be present at a meeting of the Board and submit for inspection and test, such plans, models or couplers as in their judgment would remedy existing evils. There were present, on invitation, a number of experts, master car-builders and railroad commissioners from several States, among the latter, one member of the Iowa Commission. On the list of applicants to be heard, there were one hundred and



seventy-eight names; probably not more than one hundred and forty appeared in person, or by attorney, to advocate the merits of their inventions. The Commissioners examined carefully every plan and every model offered; heard fully all the arguments made for each invention with the particulars of its merits, and as far as the parties were able to arrange for practical tests, saw their working upon the cars. The conviction forced itself upon the minds of those who witnessed the tests, that there were a number of couplers whose claims were presented, that if applied would prevent the accidents that had become so frequent.

On December 5 they issued the following circular:

"The Board of Railroad Commissioners, acting under chapter 222, of the acts of 1884, 'requiring railroad companies to use safety couplers on freight cars,' prescribed the forms of couplers, herein named, to be placed upon freight cars on and after March 1, 1885, according to the provisions of said chapter, viz:

"The Janney car coupler, for freight cars.

"The Hilliard automatic freight coupler.

"The Cowell freight coupler.

"The United States automatic coupler.

"The Ames automatic coupler, being the coupler patented by Gilman H. Ames."

The writer agrees with the Commissioners to the five couplers selected, and suggests that possibly the list might with propriety have been somewhat enlarged.

It is in the State of Massachusetts that, so far as this country is concerned, the railway commissioner system originated, and it is but simple justice to say that here the system has reached its highest efficiency. The views of that commission on the questions that have arisen between the public and the corporations have been studied by railroad officers and attorneys, by the members of legislative bodies, and by commissions all over the country, and it seems fitting that here should originate a reform in one branch of railway service that will save, annually, the lives of hundreds and the crippling of thousands of active, vigorous young men at the period of life when their personal services are the most valuable. We look for the action of Massachusetts to be followed everywhere, either by the voluntary act of the railway companies or by legislative enactment, until the appalling list of killed and injured from this cause shall belong to the past.

In this connection it may not be out of place to say that a rather important reform must, we think, before long, follow the automatic coupler, that is, the application of the power-brake to freight trains. To one who has paid attention to the handling of freight trains, the methods seem crude compared with the efficient brake used on passenger trains, and it is difficult to resist the conviction that the item of repairs of freight cars would be reduced more than the increased cost of the application and use of the power-brake. The item of falling from cars, that figures so largely in the list of accidents, might, we think, be materially lessened. It is not our purpose here to fill our report with suggestions that would be too expensive and impracticable to carry out, but we believe that we are giving voice to the deliberate conclusions of many of the best minds in the railway service, in advocating reform in these particulars.

MR. COFFIN'S VIEWS.

The fact that over two thousand employes upon the railroads of this State have met with severe bodily injury, many of them fatal, from causes that are clearly traceable to the common method of coupling and uncoupling cars, and to the use of the hand-brake for controlling trains, since the creation of this Board in 1878, and that not less than three hundred and fifty accidents from these causes were reported last year, and that this report shows two hundred and six more from these same two causes, warrant us in calling the especial attention of the legislature to these startling facts.

Should not a thorough investigation by State authority be made, for the purpose of ascertaining whether the railroad companies are using the best known devices for those purposes, viz.: coupling freight cars and controlling freight trains?

It is a matter of public knowledge, that injuries and fatalities to train men, from these two causes, are almost wholly confined to those employed in the freight train service. Passenger cars have mechanical or automatic couplers. They also have power-brakes, controlled by the engineer in his cab.

It may be well to state here, what has been done by the railroads towards the adoption of an automatic safety coupler, as a "standard coupler" for all roads.

The National Master Car Builders' Association, which has a membership representing about 90 per cent of all the railways of the nation, has had this matter of a safe coupler under discussion and investigation for over twelve years. Some five or six years ago a committee of experts was created by that body, who were specially charged with the responsibility of investigating and reporting upon the best way of coupling cars. This committee made its final report, after a very exhaustive investigation and public tests of couplers, to the association, at its twenty-first annual convention, which was held in Minneapolis, in June, 1887. This report recommended the adoption of a vertical plane hook automatic coupler, of what was then called the "Janney type," but afterwards changed, by a vote of the convention, to the "Master Car Builders' type." This report of the car coupler committee was adopted by the convention by over a two-thirds vote. By a rule of the association, any vote or action of this body as standard, so important a thing as a universal coupler has to be submitted by what is termed by them, a "letter ballot" to the managers of the railroads of the nation, represented in the association, and if, after ninety days' consideration, these managers return a two-thirds majority affirmative vote, then that device, whatever it may be, becomes standard, and all virtually agree to adopt and use it on their cars. Within the ninety days the managers did approve, by over a two-thirds vote, of the action of their master car builders in adopting the report of their committee on car couplers, which made the master car builders' coupler the standard couplers for the roads of the nation. In order to prevent a monopoly by any one pattern of couplers, the executive committee of the association was instructed to make specifications and a draft of the contour lines of this, the master car builders' coupler, and name it the Master Car Builders' Coupler, and any vertical plane hook coupler, coming within these specifications and conforming in its lines to the master car



builders' coupler, and interpolating automatically with it, and by hand with the old link and pin coupler, would be considered as coming up to the standard, and could be used by any of the roads.

There are now several, we think ten or twelve, couplers of this kind, now more or less in use, and all couple with each other and with the old link and pin coupler.

The recital of these facts of the history of the work of the master car builders has been made for the purpose of showing that the railroad companies themselves have voluntarily adopted an automatic coupler as standard, which, if put into universal use, would nearly, if not fully, eliminate from these reports the recital, year after year, of this long list of distressing accidents from coupling cars.

The main excuse now made for not putting these couplers at once on their cars, is that of expense. We are inclined to think this would not be so heavy as, at first thought, it may seem.

The average age of the common draw-bar is about three and one-half years. Hence, nearly one-third of the old link and pin coupled draw-bars will be replaced by new ones the coming year. If the master car builders' automatic coupler was, by law, required to be put on every new or repaired car, the change could soon be made, and with but comparatively small extra expense. But one thing should be borne in mind. The transition state from the old hand coupler to the automatic coupler will, of necessity, be a dangerous one, and should be as *short as possible*. There is more danger in coupling an automatic to a link and pin hand coupler than in coupling the two link and pin couplers. This is more from the familiarity with the old kinds than from any other reason.

What has been said above of the history of the improvement in car couplers, can almost as truly be said of automatic or power-brakes, and their practical application to freight cars. The test of brakes by a committee of master car builders, at Burlington, this State, has been commented upon in previous reports.

It has been proven beyond all controversy, that power-brakes are as practically applicable to freight as to passenger cars, and when it is known as a fact, as it is, that with four to six cars fitted with power brakes, in a train of twenty to thirty cars, the engineer can control the train better than can three men with hand brakes, on the top of the cars, it certainly does seem that these reports should not much longer be compelled to report so many killed, as they do year after year, from falling from the trains.

The time has certainly come when railroad companies should be required by law, if they will not voluntarily do so, to so equip their cars that it would not be necessary that men should endure the great exposure and run the terrible risks they do now, in handling freight trains. We are of the opinion that the fitting up of freight cars with power-brakes, would, in the end, be an economical investment, even if human life and limb were not in the question. So many wrecks could be prevented, if the engineer had the brake power in his own hand to use at once, in case of emergency. Trains could be run on much faster time when thus equipped. The same work could be done with much fewer cars.

But pecuniary interest aside, that of human suffering and the loss of life, inevitably attendant on the continual use of the old hand brake, makes it

an imperative duty on us to recommend the railway companies to so equip their freight cars with the best known practical appliances, both for coupling them and for controlling them by brakes, as to reduce to a minimum the danger to life and limb of the men who handle them, and if they do not do this in a reasonable time, we surely feel that railways should be required to do so by the laws of the State and nation.

We would not think it proper for us to designate what particular pattern of coupler or brake should be used; neither do we think the legislature are as competent to select the most practical devices as the railroad men themselves. This should be left to them, but they should be required to act at once, and prevent any longer unnecessary danger, suffering and death to their employes from these causes named.

# COMPILATION

*OF*

# RAILROAD RETURNS.

## TABLE No. I.

### CAPITAL STOCK.

| RAILROADS. | Miles. | Total amount issued and outstanding. | Per mile. | Common. | Preferred. | Amount held in Iowa. | Number of holders. | Stock-holders in Iowa. | Amount of stock representing road in Iowa. |
|---|---|---|---|---|---|---|---|---|---|
| Burlington, Cedar Rapids & Northern | 1,046.40 | $ 7,235,000.00 | $ 7,166.99 | $ 7,235,000.00 | $ | $ 10,000.00 | 381 | 10 | $ 6,131,338.63 |
| Central Iowa | 512.72 | 14,200,000.00 | 28,309.00 | 8,600,000.00 | 5,600,000.00 | | | | |
| Chicago, Burlington & Quincy | 4,819.64 | 76,394,505.00 | 16,173.94 | 76,394,505.00 | | | | | 11,337,130.17 |
| Chicago, Burlington & Kansas City | | | | | | | | | 3,402,075.28 |
| Kansas City, St. Jo. & Council Bluffs | 367.00 | 5,862,373.67 | 19,248.89 | 5,862,373.67 | | 68,773.00 | 17 | 2 | 957,031.49 |
| St. Louis, Keokuk & Northwestern | | | | | | | | | 813,211.65 |
| Chicago, Iowa & Dakota | | | | | | | | | 245,200.00 |
| Chicago, Milwaukee & St. Paul | 5,678.15 | 61,479,861.00 | 10,827.45 | 39,868,961.00 | 21,610,900.00 | 12,600.00 | 3,048 | 8 | 17,650,303.62 |
| Chicago & Northwestern | 4,254.92 | 74,815,320.53 | 17,092.03 | 52,489,865.97 | 22,325,454.56 | 493,300.00 | 3,395 | 20 | 20,473,274.29 |
| Chicago, Rock Island & Pacific | 3,257.01 | 84,346,185.00 | 25,225.00 | 46,196,000.00 | | 569,400.00 | 3,561 | 31 | 29,966,455.55 |
| Chicago, St. Paul & Kansas City | 849.58 | 14,892,900.00 | 18,346.43 | 14,892,900.00 | | 145,200.00 | 349 | 45 | 8,538,978.91 |
| Chicago, Santa Fe & California | | | | | | | | | 611,065.40 |
| Chicago, St. Paul, Minneapolis & Omaha | 1,389.33 | 34,050,126.06 | 22,753.91 | 21,403,283.35 | 12,646,883.31 | 24.00 | 1,189 | 2 | 1,937,452.20 |
| Centerville, Moravia & Albia | 24.05 | | | | | | | | |
| Crooked Creek | 23.02 | 225,000.00 | 23,195.88 | 23,195.88 | | 66,400.00 | 7 | 2 | 225,000.00 |
| Clarinda & St. Louis | 21.05 | | | | | | | | |
| Dubuque & Sioux City | 509.59 | 7,999,600.00 | 13,341.78 | 7,999,600.00 | | 99,200.00 | 41 | 8 | 7,648,941.96 |
| Humeston & Shenandoah | 95.45 | 4,026,000.00 | 42,179.15 | 4,026,000.00 | | 300.00 | 8 | 3 | 4,026,000.00 |
| Keokuk & Western | 147.70 | 4,000,000.00 | 27,309.04 | 4,000,000.00 | | 711.00 | 2,113 | 3 | 1,978,710.00 |
| Iowa Northern | 5.93 | 90,000.00 | 15,000.00 | 90,000.00 | | 90,000.00 | | 1 | 90,000.00 |
| Mason City & Ft. Dodge | 92.00 | 920,000.00 | 10,000.00 | 920,000.00 | | 100.00 | 8 | 1 | 920,000.00 |
| Minneapolis & St. Louis | 364.17 | 9,709,700.00 | 20,783.45 | 5,709,700.00 | 4,000,000.00 | 15,600.00 | 440 | 35 | 3,693,133.56 |
| Omaha & St. Louis | 145.00 | 4,533,500.00 | 31,265.52 | 2,313,000.00 | 2,220,500.00 | .01 | 234 | 1 | 2,004,800.00 |
| Ottumwa & Kirkville | 3.33 | 150,000.00 | 45,004.50 | 150,000.00 | | 400.00 | 6 | 4 | 150,000.00 |
| Prairie 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 | 1,889,400.00 | 169,000.00 | 2,000.00 | 60 | 5 | 1,540,470.75 |
| Wabash Western | 1,001.90 | 50,000,000.00 | 69,444.00 | 30,000,000.00 | | | | | 5,000,000.00 |
| NARROW GAUGE ROADS. | | | | | | | | | |
| Burlington & Northwestern | 38.77 | 156,900.00 | 4,047.20 | 156,900.00 | | 156,900.00 | | | 156,900.00 |
| Burlington & Western | 707.00 | 856,801.82 | 12,118.80 | 856,801.82 | | 856,801.82 | 6 | 6 | 856,801.82 |
| Des Moines & Kansas City | 111.00 | 500,500.00 | 8,776.31 | 500,500.00 | | 500,500.00 | 7 | 6 | 500,500.00 |
| Des Moines & Northwestern | 114.00 | 720,720.72 | 7,207.20 | 720,720.00 | | | 1 | | 720,720.00 |
| Ft. Madison & Northwestern | 45.00 | 315,000.00 | 7,000.00 | 315,000.00 | | 205,500.00 | 86 | 66 | |
| St. Louis, Des Moines & Northern | 42.36 | 728,700.50 | 17,002.06 | 387,700.50 | 341,000.00 | | | | 722,750.00 |
| Total | 25,171.44 | $ 440,601,280.90 | $ 17,503.62 | $ 333,131,617.19 | $ 68,913,687.87 | $ 3,227,211.11 | 15,350 | 258 | $ 131,402,923.28 |



## TABLE No. II.

### DEBT.

| RAILROADS. | Miles. | Funded debt. | Unfunded debt. | Total debt. | Debt per mile. | Debt representing road in Iowa. | Stock and debt. | Stock and debt per mile of road. | Interest paid during year. |
|---|---|---|---|---|---|---|---|---|---|
| Burlington, Cedar Rapids & Northern | 1,046.40 | $ 14,954,000.00 | $ | $ 14,904,000.00 | $ 14,040.03 | $ 12,265,925.00 | $ 21,805,000.00 | $ | $ 771,130.00 |
| Central Iowa | 512.72 | 5,900,000.00 | 261,378.55 | 6,161,378.55 | 11,845.00 | 4,850,000.00 | 20,360,000.00 | 40,354.00 | 293,475.00 |
| Chicago, Burlington & Quincy | 4,819.64 | 97,705,050.00 | | 97,705,050.00 | | 16,845,550.00 | 174,099,555.00 | | 4,780,774.51 |
| Chicago, Burlington & Kansas City | | | 855,000.00 | 855,000.00 | | 271,150.11 | 8,987,600.00 | 48,980.49 | |
| Kansas City, St. Jo & Council Bluffs | 367.00 | 5,100,076.48 | 770,549.83 | 6,629,625.31 | 18,200.79 | 987,992.95 | 11,812,980.15 | 57,290.48 | 399,161.50 |
| St. Louis, Keokuk & Northwestern | | 3,227,900.00 | | 3,227,900.00 | | 905,255.79 | 7,857,430.60 | 45,014.03 | |
| Chicago, Iowa & Dakota | | 427,000.00 | 29,144.70 | 456,144.70 | | 456,144.70 | 671,344.70 | 23,353.76 | |
| Chicago, Milwaukee & St. Paul | 5,678.15 | 123,765,000.00 | | 123,765,000.00 | 21,795.71 | 34,723,035.23 | 185,244,861.00 | 32,624.16 | 7,010,625.49 |
| Chicago & Northwestern | 4,254.92 | 105,121,500.00 | | 105,121,500.00 | 24,707.58 | 28,703,583.34 | 173,030,929.53 | 42,314.39 | 7,741,520.72 |
| Chicago, Rock Island & Pacific | 3,257.1 | 48,825,000.00 | | 48,825,000.00 | 11,903.00 | 17,228,299.01 | 134,930,731.51 | 41,274.54 | 2,506,404.16 |
| Chicago, St. Paul & Kansas City | 849.58 | 27,877,700.00 | | 27,877,700.00 | 34,342.29 | 15,861,932.00 | 42,770,600.00 | 52,698.72 | 978,200.00 |
| Chicago, St. Paul, Minneapolis & Omaha | 1,389.33 | 21,306,800.00 | 1,535,931.04 | 23,306,800.00 | 17,853.07 | 1,439,940.36 | 58,753,701.04 | 41,350.45 | 1,401,135.50 |
| Crooked Creek | 23.2 | | | | | | 225,000.00 | 11,855.07 | |
| Centerville, Moravia & Albia | 24.5 | | | | | | | | |
| Clarinda & St. Louis | 21.5 | 264,000.00 | 9,402.13 | 273,402.13 | 12,720.56 | 141,300.70 | 264,000.00 | 12,279.00 | |
| Dubuque & Sioux City | 509.59 | 8,025,000.00 | | 8,025,000.00 | 16,503.19 | 8,109,954.65 | 16,870,477.76 | 32,104.94 | 392,534.21 |
| Humeston & Shenandoah | 95.45 | 2,034,000.00 | | 2,034,000.00 | 28,119.44 | 2,004,000.00 | 6,710,000.00 | 70,298.79 | *167,880.00 |
| Iowa Northern | 5.93 | 50,000.00 | | 50,000.00 | 8,431.04 | 50,000.00 | 140,000.00 | 23,631.00 | 3,000.00 |
| Keokuk & Western | 147.70 | 240,000.00 | 78,807.46 | 318,807.46 | 30,306.12 | 118,004.97 | 4,318,981.46 | 30,321.06 | 17,817.76 |
| Mason City & Fort Dodge | 92 | 1,380,000.00 | 297,446.91 | 1,677,446.91 | 18,233.01 | 1,677,446.91 | 2,597,446.91 | 28,232.12 | |
| Minneapolis & St. Louis | 364.17 | | | *9,709,585.48 | *26,657.49 | *3,035,528.36 | *19,519,285.48 | *53,612.43 | *276,705.75 |
| Omaha & St. Louis | 145 | 2,717,000.00 | | 2,717,000.00 | 18,737.93 | 1,255,441.27 | 7,250,500.00 | 50,055.45 | 167,800.00 |
| Ottumwa & Kirkville | 3.33 | 87,000.00 | | 87,000.00 | 26,126.12 | 87,000.00 | 237,004.01 | 60,807.03 | 5,220.00 |
| Prairie du Chien & McGregor | 2 | | | | | | 100,000.00 | 50,000.00 | |
| Sioux City & Pacific | 107.42 | 3,256,389.00 | | 3,256,389.00 | 30,319.00 | 2,439,389.53 | 5,324,789.00 | 50,013.19 | 122,145.00 |
| Union Pacific | 4.12 | 1,167,000.00 | | 1,167,000.00 | 289,191.34 | | 1,708,981.00 | 272,793.02 | 117,000.00 |
| Wabash Western | 1,001.90 | 11,741,066.00 | 3,196,000.00 | 14,937,066.00 | 27,980.00 | 1,650,666.00 | 45,000,500.00 | 97,324.00 | 801,565.00 |

* Not earned; paid by leases.

TABLE No. II—CONTINUED.

| RAILROADS. | Miles. | Funded debt. | Unfunded debt. | Total debt. | Debt per mile. | Debt representing road in Iowa. | Stock and debt. | Stock and debt per mile of road | Interest paid during year. |
|---|---|---|---|---|---|---|---|---|---|
| NARROW GAUGE ROADS. | | | | | | | | | |
| Burlington & Northwestern | 38.77 | $ 220,000.00 | $ | $ 220,000.00 | $ 5,674.49 | $ 220,000.00 | $ 376,000.00 | $ 9,698.22 | $ |
| Burlington & Western | 70.7 | 571,201.21 | | 571,201.21 | 8,045.09 | 571,201.21 | 1,651,008.73 | 23,352.21 | |
| Des Moines & Kansas City | 111.09 | | | | | | 720,720.72 | 7,207.20 | |
| Ft. Madison & Northwestern | 45.00 | 150,000.00 | 78,363.55 | 228,363.55 | 4,185.85 | 228,363.55 | 541,461.55 | 11,185.55 | |
| St. Louis, Des Moines & Northern | 42.36 | 303,000.00 | | 303,000.00 | | 303,000.00 | 1,031,700.50 | | |
| Des Moines & Northwestern | 114 | 450,000.00 | | 450,000.00 | 3,941.00 | 450,000.00 | 950,500.00 | 12,717.31 | 7,800.00 |
| Totals | 25,175.56 | $491,448,517.69 | $ 6,731,200.77 | $505,657,372.30 | $ 19,897.11 | $162,012,741.63 | $957,309,183.35 | $ 38,069.11 | $ 21,779,313.60 |



TABLE No. III.

PERMANENT IMPROVEMENT BY WHICH THE CAPITAL HAS BEEN INCREASED DURING THE YEAR.

| RAILROADS. | Lands and land damages. | Fences. | Grading and masonry. | Bridges and trestles. | Rails. | Ties. | Other superstructure. | Buildings, furniture and fixtures. | Shop machinery and tools. |
|---|---|---|---|---|---|---|---|---|---|
| Burlington, Cedar Rapids & Northern | $ | $ 29,995.95 | $ 14,267.84 | $ | $ 29,000.00 | $ | $ 8,850.90 | $ 2,317.24 | $ 8,346.75 |
| Central Iowa | | 8,850.98 | | 16,359.20 | | 21,339.67 | | 355.87 | |
| Chicago, Burlington & Quincy | | | | | | | | | |
| Kansas City, St. Jo & Council Bluffs | | 916.72 | | | | | | | |
| Chicago, Milwaukee & St. Paul | 49,549.82 | 38,206.88 | 112,045.51 | 166,380.63 | 273,179.63 | 54,819.67 | 21,843.53 | 298,720.52 | 9,998.43 |
| Chicago & Northwestern | 124,805.55 | 16,206.80 | 176,140.20 | 118,359.30 | 35,419.30 | 17,120.03 | 34,726.27 | 177,806.23 | 5,516.14 |
| Chicago, Rock Island & Pacific | | | | | | | | | |
| Chicago, St. Paul & Kansas City | 55,657.50 | 25,906.19 | 180,518.64 | | 169,595.04 | | | 87,928.43 | 6,574.21 |
| Chicago, St. Paul, Minneapolis & Omaha | 27,802.68 | 36,760.59 | 56,055.11 | 3,137.08 | | | | 12,490.28 | |
| Dubuque & Sioux City | 7,300.57 | 3,164.53 | | | | | 590.61 | 60,301.21 | |
| Keokuk & Western | 4,515.00 | 7,328.75 | | 1,137.36 | 49,300.53 | | | 750.86 | |
| Mason City & Fort Dodge | 217.35 | 497.05 | 570.14 | 520.68 | | | | 156.89 | 186.08 |
| Minneapolis & St. Louis | | | | | | | | | |
| Omaha & St. Louis | | 90.00 | 99.96 | 35,257.82 | | 35,770.88 | | | |
| Sioux City & Pacific | | 480.15 | | | | | | 18,525.24 | 4,098.28 |
| NARROW GAUGE ROADS. | | | | | | | | | |
| Burlington & Northwestern | | 43.88 | | | | | | | |
| Burlington & Western | 141.25 | 14.00 | | | | | | | |
| Des Moines & Kansas City | 2,057.24 | 3,780.33 | 1,998.40 | 2,020.71 | 27,210.35 | 18,390.19 | 215.47 | 3,897.85 | 2,855.93 |
| Des Moines & Northwestern | | 789.34 | 374.41 | | | | 916.39 | 376.57 | 103.30 |
| Total | $ 272,046.96 | $ 167,039.14 | $ 542,970.[illegible] | $ 337,172.78 | $ 583,704.85 | $ 147,440.44 | $ 67,143.08 | $ 573,627.19 | $ 37,679.12 |

TABLE No. III—CONTINUED.

| RAILROADS. | Engineering expenses. | Interest and discount on securities sold for construction. | Telegraph lines. | Siding and yard extension. | Terminal facilities and elevators. | Road built by contract. | Purchase of constructed road. |
|---|---|---|---|---|---|---|---|
| Burlington, Cedar Rapids & Northern | $ | $ | $ | $ 14,572.87 | $ | $ 66,925.92 | $ |
| Central Iowa | | | | 478.38 | | | |
| Chicago, Burlington & Quincy | | | | | | | |
| Kansas City, St. Jo & Council Bluffs | | | | 14,845.49 | | | 47,099.81 |
| Chicago, Milwaukee & St. Paul | | 373,500.00 | 212.82 | 154,155.94 | | 483,218.03 | 1,842,160.50 |
| Chicago & Northwestern | 3,501.01 | 41,705.55 | 1,333.94 | 390,669.17 | | | |
| Chicago, Rock Island & Pacific | | | | | | | |
| Chicago, St. Paul & Kansas City | 7,052.70 | 221,439.96 | 4,378.29 | 12,554.00 | 91,049.03 | | 110,000.00 |
| Chicago, St. Paul, Minneapolis & Omaha | 7,416.36 | | | 102,163.36 | 12,022.32 | | |
| Dubuque & Sioux City | | | | 49,538.90 | | | |
| Keokuk & Western | | | | 2,665.02 | | | |
| Mason City & Fort Dodge | 7.50 | | | 76.15 | | | |
| Minneapolis & St. Louis | | | | | | | |
| Omaha & St. Louis | | | | | | | |
| Sioux City & Pacific | | | | 20,667.47 | | | |
| NARROW GAUGE ROADS. | | | | | | | |
| Burlington & Northwestern | | | | | | | |
| Burlington & Western | | | | | | | |
| Des Moines & Kansas City | 287.67 | | 22.25 | | | | |
| Des Moines & Northwestern | 9.75 | | | | 2,084.17 | | |
| Total | $ 18,274.99 | $ 636,645.51 | $ 5,947.30 | $ 762,386.75 | $ 105,155.52 | $ 550,143.95 | $ 1,999,260.31 |



TABLE No. III—CONTINUED.

| RAILROADS. | Other items. | Total. | Locomotives. | Passenger cars. | Sleeping, parlor and dining cars. | Baggage, express and postal cars. | Combination cars. |
|---|---|---|---|---|---|---|---|
| Burlington, Cedar Rapids & Northern | $ 1,382.07 | $ 175,659.54 | $ | $ | $ | $ | $ |
| Central Iowa | 873.64 | 42,257.74 | 103.80 | 736.12 | | | |
| Chicago, Burlington & Quincy | | 2,494,705.07 | | | | | |
| Kansas City, St. Jo & Council Bluffs | | 63,102.22 | | | | | |
| Chicago, Milwaukee & St. Paul | 97,842.50 | 3,885,834.41 | 393,142.87 | 122,626.04 | | 3,102.15 | |
| Chicago & Northwestern | 113,055.80 | 1,256,355.99 | 205,322.43 | 54,957.77 | | | |
| Chicago, Rock Island & Pacific | | 2,923,472.06 | | | | | |
| Chicago, St. Paul & Kansas City | 84,322.50 | 1,056,976.58 | 395.01 | 681.58 | 912.81 | | |
| Chicago, St. Paul, Minneapolis & Omaha | 2,763.11 | 255,540.89 | 72,369.08 | 29,754.00 | | | 2,062.19 |
| Dubuque & Sioux City | | 120,876.72 | 202,600.00 | 67,800.00 | | 7,900.00 | 12,700.00 |
| Keokuk & Western | 243.25 | 65,928.17 | 2,000.00 | | | | |
| Mason City & Fort Dodge | 207.55 | 2,459.39 | | | | | |
| Minneapolis & St. Louis | 4,424.04 | 75,651.70 | | | | | |
| Omaha & St. Louis | | | | | | | |
| Sioux City & Pacific | | 43,771.14 | | | | | |
| NARROW GAUGE ROADS. | | | | | | | |
| Burlington & Northwestern | | 43.88 | | | | | |
| Burlington & Western | | 155.25 | | | | | |
| Des Moines & Kansas City | 633.65 | 63,370.04 | 1,410.66 | | | | |
| Des Moines & Northwestern | | 4,653.84 | | | | | |
| Total | $ 305,748.20 | $ 12,530,834.53 | $ 877,353.85 | $ 276,555.51 | $ 912.81 | $ 11,002.15 | $ 15,062.19 |

TABLE No. III—CONTINUED.

| RAILROADS. | Freight cars. | Other cars of all classes. | Floating equipment. | Total. | Credit for property and material sold. | Grand total. |
|---|---|---|---|---|---|---|
| Burlington, Cedar Rapids & Northern | $ ..... | $ ..... | $ 42,000.00 | $ 4,200.00 | $ ..... | $ 179,850.54 |
| Central Iowa | 1,758.20 | ..... | ..... | 2,508.13 | 2,500.00 | 42,355.86 |
| Chicago, Burlington & Quincy | ..... | ..... | ..... | 1,298,794.22 | ..... | 3,721,400.29 |
| Kansas City, St. Jo & Council Bluffs | ..... | ..... | ..... | ..... | 1,000.00 | 62,102.22 |
| Chicago, Milwaukee & St. Paul | 293,318.89 | 41,172.20 | ..... | 853,392.15 | 76,341.71 | 4,662,854.85 |
| Chicago & Northwestern | 383,014.98 | 57,715.92 | ..... | 901,621.10 | 85,101.26 | 2,072,573.73 |
| Chicago, Rock Island & Pacific | ..... | ..... | ..... | 455,451.40 | ..... | 3,559,923.46 |
| Chicago, St. Paul & Kansas City | 393.31 | 1,264.42 | ..... | 3,647.13 | 23,000.00 | 1,037,923.71 |
| Chicago, St. Paul, Minneapolis & Omaha | 21.21 | 8,273.49 | 15,536.75 | 128,910.72 | 33,514.64 | 350,912.97 |
| Dubuque & Sioux City | ..... | ..... | ..... | 291,000.00 | ..... | 411,876.72 |
| Keokuk & Western | 79,709.10 | 430.00 | ..... | 82,139.10 | ..... | 148,077.37 |
| Mason City & Fort Dodge | ..... | ..... | 256.22 | 256.22 | ..... | 2,035.61 |
| Minneapolis & St. Louis | ..... | ..... | ..... | ..... | ..... | 75,654.10 |
| Omaha & St. Louis | ..... | ..... | ..... | ..... | ..... | ..... |
| Sioux City & Pacific | ..... | ..... | ..... | ..... | ..... | 43,791.14 |
| NARROW GAUGE ROADS. | | | | | | |
| Burlington & Northwestern | ..... | ..... | ..... | ..... | ..... | 43.83 |
| Burlington & Western | ..... | ..... | ..... | ..... | ..... | 155.25 |
| Des Moines & Kansas City | 7,262.99 | 851.63 | ..... | 9,525.28 | 14,855.73 | 58,039.59 |
| Des Moines & Northwestern | ..... | ..... | ..... | ..... | ..... | 4,651.84 |
| Total | $ 965,418.68 | $ 109,707.63 | $ 15,792.97 | $ 3,940,911.44 | $ 236,313.34 | $ 16,235,582.63 |



## TABLE No. IV.

### COST OF ROAD AND EQUIPMENT.

| RAILROADS. | Miles. | Road. | Road per mile. | Equipment. | Equipment per mile. | Total for road and equipment. | Total per mile. | Proportion for Iowa. | Actual cash value of road and equipment. |
|---|---|---|---|---|---|---|---|---|---|
| Burlington, Cedar Rapids & Northern | 1,046.40 | $ 20,122,906.75 | $ 19,087.61 | $ 3,457,654.84 | $ 3,282.85 | $ 23,580,561.59 | $ 23,070.47 | $ 19,758,393.21 | $ 14,830,519.00 |
| Central Iowa | 512.72 | ..... | ..... | ..... | ..... | 20,711,114.19 | 41,581.00 | 17,031,369.19 | 7,170,000.00 |
| Chicago, Burlington & Quincy | 4,819.04 | 137,708,087.26 | ..... | 23,306,917.34 | ..... | 161,015,024.60 | ..... | 28,036,220.08 | ..... |
| Kansas City, St. Jo & Council Bluffs | 167.99 | 11,324,931.13 | 37,182.54 | 1,474,969.73 | 4,842.70 | 12,799,900.86 | 42,021.13 | 2,933,982.45 | 12,799,900.86 |
| Chicago, Milwaukee & St. Paul | 5,678.15 | ..... | ..... | ..... | ..... | 183,889,871.34 | 32,385.52 | 50,598,436.50 | ..... |
| Chicago & Northwestern | 4,254.09 | 133,858,013.70 | 31,463.18 | 27,065,508.42 | 6,367.79 | 160,923,522.21 | 37,819.07 | 44,050,251.42 | *160,923,522.21 |
| Chicago, Rock Island & Pacific | 3,257.10 | 57,630,454.12 | 48,102.08 | 8,300,081.45 | 7,049.22 | 65,300,535.57 | 20,051.49 | 53,151.49 | ..... |
| Chicago, St. Paul & Kansas City | 849.58 | 40,889,478.30 | 50,371.39 | 2,930,623.47 | 2,475.64 | 42,859,101.86 | 50,477.01 | 24,475,707.89 | 43,737,738.50 |
| Chicago, St. Paul, Minneapolis & Omaha | 1,289.23 | ..... | ..... | ..... | ..... | 96,174,895.54 | 42,854.55 | 3,165,502.50 | ..... |
| Crooked Creek | 21.30 | 59,815.00 | 6,160.50 | 22,310.00 | 2,260.00 | 82,125.00 | 8,405.50 | 82,125.00 | 82,125.00 |
| Centerville, Moravia & Albia | 24.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Clarinda & St. Louis | 21.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Dubuque & Sioux City | 509.50 | ..... | ..... | ..... | ..... | 16,551,536.61 | 27,975.89 | 16,078,390.16 | 16,551,536.61 |
| Hamerton & Shenandoah | 95.45 | ..... | ..... | ..... | ..... | 6,719,311.95 | 70,300.14 | 6,719,311.95 | ..... |
| Iowa Northern | 5.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Keokuk & Western | 147.70 | ..... | ..... | ..... | ..... | 4,442,208.40 | 30,075.88 | 2,278,336.10 | 4,442,208.40 |
| Mason City & Fort Dodge | 92.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| *Minneapolis & St. Louis | 364.17 | ..... | ..... | ..... | ..... | *18,586,447.21 | * 50,458.12 | 7,740,452.78 | ..... |
| Omaha & St. Louis | 145.00 | ..... | ..... | ..... | ..... | 7,347,052.81 | 50,669.52 | 3,364,845.00 | 3,625,000.00 |
| Ottumwa & Kirkville | 2.33 | 60,602.16 | 26,882.74 | 11,353.07 | 5,406.23 | 80,955.23 | 24,288.97 | 80,955.23 | 65,000.00 |
| Prairie du Chien & McGregor | 2.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Sioux City & Pacific | 107.42 | ..... | ..... | ..... | ..... | 5,507,466.78 | 82,108.24 | 4,193,150.07 | ..... |
| Union Pacific | 4.12 | 3,719,558.29 | ..... | ..... | ..... | 3,719,558.29 | ..... | 154,109.13 | 3,719,558.29 |
| Wabash Western | 1,001.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| NARROW GAUGE ROADS. | | | | | | | | | |
| Burlington & Northwestern | 98.77 | 234,802.20 | 8,677.95 | 63,792.43 | 1,644.38 | 298,644.72 | 10,382.35 | 298,644.72 | ..... |
| Burlington & Western | 70.70 | 1,344,675.34 | 18,939.09 | 92,571.20 | 1,303.82 | 1,437,401.85 | 20,242.91 | 1,437,401.85 | ..... |
| Des Moines & Kansas City | 111.00 | ..... | ..... | ..... | ..... | 987,393.70 | 8,894.87 | 889,600.23 | 300,000.00 |
| St. Louis, Des Moines & Northern | 42.36 | ..... | ..... | ..... | ..... | 1,025,750.00 | ..... | 1,025,750.00 | ..... |
| Des Moines & Northwestern | 134.60 | ..... | ..... | ..... | ..... | 1,457,571.35 | 12,785.71 | 1,457,571.35 | 1,457,571.35 |
| Total | 25,130.50 | $406,465,414.52 | ..... | $ 65,864,742.01 | ..... | $795,830,852.66 | ..... | $100,966,701.55 | $239,715,261.67 |

*Its actual present cash value is not known.

## TABLE No. V.

### EARNINGS.

| RAILROADS. | PASSENGER DEPARTMENT. Passenger. | Express, etc. | Mail. | Total. | Freight Department—Freight. | Miscellaneous. | Total earnings. | Proportion for Iowa. |
|---|---|---|---|---|---|---|---|---|
| Burlington, Cedar Rapids & Northern | $ 701,136.86 | $ 58,800.00 | $ 94,041.60 | $ 853,978.46 | $ 201,881.49 | $ ..... | $ 2,872,760.95 | $ 2,663,775.98 |
| Central Iowa | 235,616.81 | 17,803.58 | 37,785.34 | 291,205.73 | 1,009,248.20 | 1,482.75 | 1,305,936.68 | 1,158,822.75 |
| Chicago, Burlington & Quincy | | | | 6,360,948.21 | 17,237,040.33 | | 25,702,309.04 | 6,328,409.53 |
| Kansas City, St. Jo & Council Bluffs | | | | | | | 1,722,333.38 | 310,020.01 |
| Chicago, Milwaukee & St. Paul | 6,202,041.62 | 705,125.27 | 910,995.97 | 7,854,162.86 | 17,297,316.82 | 214,855.27 | 25,460,314.95 | 6,389,196.39 |
| Chicago & Northwestern | 6,320,622.46 | 404,904.76 | 570,946.14 | 7,295,473.36 | 18,018,197.12 | 50,148.53 | 25,480,445.58 | 7,000,670.52 |
| Chicago, Rock Island & Pacific | 3,528,527.49 | 390,593.11 | 251,119.52 | 4,170,204.12 | 8,773,828.38 | 340,917.24 | 13,284,949.74 | 7,800,365.78 |
| Chicago, St. Paul & Kansas City | 619,797.88 | 134,943.58 | 58,857.26 | 813,598.66 | 1,871,453.26 | 77,787.30 | 2,762,839.22 | 1,135,675.54 |
| Chicago, St. Paul, Minneapolis & Omaha | 1,683,881.24 | 141,806.87 | 129,352.97 | 1,955,041.18 | 6,340,983.70 | 30,416.43 | 6,377,400.13 | 529,568.77 |
| Crooked Creek | 630.67 | 130.00 | 644.00 | 1,405.37 | 10,654.53 | 11,468.45 | 22,898.25 | 22,858.25 |
| Centerville Moravia, & Albia | 4,904.81 | 825.60 | 961.20 | 6,691.10 | 5,841.35 | | 12,532.45 | 12,532.45 |
| Clarinda & St. Louis | 2,257.10 | 278.07 | ..... | 2,535.17 | 3,278.96 | ..... | 5,814.13 | 3,109.88 |
| Dubuque & Sioux City | 506,563.01 | 48,095.42 | 59,174.61 | 615,803.04 | 1,212,510.81 | 5,445.83 | 1,833,758.68 | 1,814,261.10 |
| Humeston & Shenandoah | 27,031.79 | 2,712.60 | 6,784.52 | 36,528.31 | 102,509.74 | 9,050.66 | 148,118.71 | 158,118.71 |
| Iowa Northern | 1,448.13 | ..... | ..... | 1,448.13 | 9,938.40 | ..... | 11,386.53 | 11,386.53 |
| Keokuk & Western | 75,784.13 | 9,117.69 | 9,344.24 | 93,846.06 | 190,396.60 | 38,429.00 | 329,672.51 | 137,536.67 |
| Mason City & Fort Dodge | 21,399.06 | 926.45 | 3,786.36 | 26,111.77 | 56,086.12 | 44.00 | 82,241.89 | 82,241.89 |
| Minneapolis & St. Louis | 72,787.90 | 20,854.33 | 42,933.60 | 384,029.43 | 951,760.42 | ..... | 1,335,789.85 | 276,662.11 |
| Omaha & St. Louis | 107,143.77 | 9,983.21 | 14,342.40 | 131,469.38 | 324,039.82 | ..... | 455,509.20 | 210,476.66 |
| Ottumwa & Kirkville | 3,139.45 | 65.33 | ..... | 3,204.78 | 21,046.03 | ..... | 24,244.81 | 24,244.81 |
| Prairie du Chien & McGregor | ..... | ..... | ..... | ..... | 57,652.30 | ..... | 57,652.30 | 14,413.07 |
| Sioux City & Pacific | 250,829.09 | 14,061.20 | 23,028.12 | 288,818.41 | 206,815.51 | 4,340.81 | 530,974.73 | 410,485.81 |
| Union Pacific | ..... | ..... | ..... | ..... | ..... | ..... | 722,731.89 | ..... |
| Wabash Western | 1,613,100.38 | 156,102.24 | 124,760.78 | 1,893,963.40 | 3,875,357.19 | 99,339.87 | 5,868,660.46 | 192,486.14 |
| NARROW GAUGE ROADS. | | | | | | | | |
| Burlington & Northwestern | 12,661.51 | 800.04 | 2,999.20 | 16,460.75 | 43,750.10 | 12.00 | 60,231.85 | 60,231.85 |
| Burlington & Western | 12,808.47 | 1,099.92 | 3,700.34 | 18,214.73 | 37,411.67 | 73.70 | 55,700.40 | 55,700.40 |
| Des Moines & Kansas City | 18,962.62 | 1,004.95 | 4,393.50 | 24,171.97 | 47,854.01 | 491.70 | 72,490.98 | 68,872.15 |
| Ft. Madison & Northwestern | ..... | ..... | ..... | 25,955.99 | ..... | ..... | ..... | ..... |
| St. Louis, Des Moines & Northern | 12,206.19 | 484.14 | 2,208.95 | 14,959.29 | 42,937.37 | 119.04 | 58,016.60 | 58,016.60 |
| Des Moines & Northwestern | 37,772.06 | 2,518.28 | 6,791.44 | 46,881.78 | 136,424.91 | 2,952.10 | 180,258.79 | 180,258.79 |
| Total | $ 22,659,558.82 | $2,257,461.35 | $2,434,469.09 | $ 53,932,921.18 | $ 80,997,095.79 | $1,079,114.07 | $117,949,002.68 | $ 37,138,389.75 |

## TABLE No. VI.

### DIVISION OF OPERATING EXPENSES.

| RAILROADS. | Repairs of roadway. | Renewals of rails. | Renewals of ties. | Repairs of bridges and culverts. | Repairs of fences, road crossings, signs and cattle-guards. | Repairs of buildings. | Repairs of docks and wharves. | Repairs of telegraph. | Other expenses. | Repairs and renewals of locomotives. |
|---|---|---|---|---|---|---|---|---|---|---|
| Burlington, Cedar Rapids & Northern | $ 34,585.00 | $ 2,855.99 | $ 111,340.48 | $ 165,779.91 | $ 26,139.39 | $ 35,276.08 | $ ..... | $ 3,503.47 | $ 6,597.69 | $ 120,331.50 |
| Central Iowa | 150,048.81 | 31,033.02 | 84,639.56 | 57,193.72 | 7,845.58 | 274,549.45 | ..... | 3,575.75 | 4,038.67 | 91,513.81 |
| Chicago, Milwaukee & St. Paul | 1,094,156.37 | 343,579.93 | 851,279.61 | 602,781.58 | 132,236.85 | 170,233.76 | ..... | 22,402.80 | ..... | 1,102,413.84 |
| Chicago & Northwestern | 1,747,273.54 | 199,753.49 | 346,701.79 | 372,418.02 | 112,191.49 | 328,742.40 | 17,384.50 | 29,672.47 | ..... | 1,041,212.79 |
| Chicago, Rock Island & Pacific | 1,018,035.70 | 149,401.53 | 302,671.80 | 316,720.53 | 57,404.57 | 184,151.71 | ..... | ..... | ..... | 242,738.75 |
| Chicago, St. Paul & Kansas City | 201,411.59 | 5,833.76 | 5,348 | 28,447.44 | 4,709.13 | 31,402.11 | ..... | 4,709.0 | ..... | 85,909.60 |
| Chicago, St. Paul, Minn. & Omaha | 546,701.85 | 112,434.10 | 221,371.85 | 153,237.73 | 25,783.47 | 60,580.94 | 365.70 | 8,709.44 | ..... | 291,842.65 |
| Crooked Creek | 2,270.66 | 2,305.88 | 886.70 | 712.00 | 24.35 | ..... | ..... | ..... | ..... | 1,313.00 |
| Centerville, Moravia & Albia | 2,261.89 | ..... | ..... | 350.92 | 67.50 | ..... | ..... | ..... | ..... | ..... |
| Clarinda & St. Louis | 1,227.13 | ..... | 75.20 | 160.89 | 2.23 | 9.00 | ..... | ..... | ..... | 64.42 |
| Dubuque & Sioux City | 176,827.44 | 13,005.17 | 36,415.84 | 58,8 6.35 | 11,476.56 | 33,548.01 | ..... | 3,412.47 | 2,045.82 | 85,704.49 |
| Humeston & Shenandoah | 20,442.26 | 362.31 | 5,767.21 | 6,045.05 | 2,228.36 | 2,688.15 | ..... | 77.80 | ..... | 7,765.32 |
| Iowa Northern | 1,523.10 | 722.61 | 460.67 | ..... | 52.94 | ..... | ..... | ..... | ..... | 1,102.03 |
| Keokuk & Western | 41,04 .71 | ..... | 18,695.00 | 12,471.07 | 1,590.79 | 2,504.58 | ..... | 770.58 | ..... | 17,950.60 |
| Mason City & Ft. Dodge | 14,003.12 | ..... | ..... | 995.85 | 220.54 | 835.40 | ..... | 23.90 | ..... | 4,695.44 |
| Minneapolis & St. Louis | 145,9 0.76 | 47,008.71 | 79,487.70 | 47,3 0.75 | 6,281.97 | 21,350.41 | ..... | ..... | ..... | 53,101.89 |
| Omaha & St. Louis | 27,6 .00 | ..... | 400.58 | 3,024.80 | 2,090.54 | ..... | ..... | 98.11 | 204.40 | 21,955.19 |
| Ottumwa & Kirkville | 1,992.28 | ..... | ..... | ..... | ..... | 40.00 | ..... | ..... | ..... | 1,1 .21 |
| Sioux City & Pacific | 44,277.76 | ..... | 10,075.64 | 9,670.41 | 1,717.64 | 8,855.70 | ..... | 1,008.07 | ..... | 17,681.57 |
| Wabash Western | 200,228.17 | 26,742.61 | 120,040.17 | 122,534.97 | 37,809.66 | 69,059.53 | ..... | 8,701.69 | 135,891.21 | 392,157.84 |
| NARROW GAUGE ROADS. | | | | | | | | | | |
| Burlington & Northwestern | 13,426.50 | ..... | ..... | 2,759.79 | 332.50 | 1,067.16 | ..... | 20.40 | ..... | 1,760.03 |
| Burlington & Western | 14,347.40 | ..... | ..... | 1,145.48 | 561.65 | ..... | ..... | 38.2 | ..... | 3,119.59 |
| Des Moines & Kansas City | 17,233.46 | 363.58 | 6,675.84 | 1,554.26 | 1,027.51 | ..... | ..... | 191.69 | ..... | 8,472.71 |
| St. Louis, Des Moines & Northern | 2,270.92 | 2,407.59 | 2,9 0.30 | 2,598.70 | 253.44 | 235.92 | ..... | 157.04 | ..... | 4,125.97 |
| Des Moines & Northwestern | 27,373.26 | 28,47 .59 | 7,642.30 | 15,023.18 | 518.46 | 1,4 7.13 | ..... | 3,388.37 | 60.79 | 17,044.24 |
| Total | $5,980,886.30 | $ 968,008.17 | $2,219,001.46 | $1,924,789.13 | $ 450,595.28 | $ 975,695.09 | $ 18,040.30 | $ 87,046.89 | $ 149,829.49 | $3,774,956.44 |

TABLE VI—CONTINUED.

| RAILROADS. | Repairs and renewals of passenger cars. | Repairs and renewals of freight cars. | Repairs and renewals of floats, boats and barges. | Shop-machinery, tools, etc. | Other expenses. | Wages of engineers, firemen and round-house men. | Fuel for locomotives. | Water supply for locomotives. | All other supplies for locomotives. | Wages of other trainmen. | All other train supplies. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Burlington, Cedar Rapids & N. | $ 37,378.03 | $ 83,008.47 | $ ..... | $ 9,218.15 | $ 12,080.30 | $ 237,241.97 | $ 170,409.35 | $ 15,944.25 | $ 10,078.25 | $ 131,070.50 | $ 27,588.03 |
| Central Iowa | 24,807.04 | 59,504.72 | ..... | 1,715.11 | ..... | 107,813.75 | 80,700.42 | 4,710.16 | 7,922.80 | 74,062.01 | 9,493.50 |
| Chicago, Milwaukee & St. Paul | 445,047.63 | 870,851.43 | ..... | 109,785.00 | ..... | 1,710,579.00 | 2,087,803.72 | 71,038.25 | 71,644.32 | 1,340,270.11 | 154,041.75 |
| Chicago & Northwestern | 973,622.19 | 857,023.58 | 1,747.10 | 75,103.93 | ..... | 1,569,592.97 | 1,707,117.18 | 104,622.79 | 109,537.77 | 1,220,533.69 | 239,192.18 |
| Chicago, Rock Island & Pacific | 310,513.42 | 695,803.84 | ..... | ..... | ..... | 892,444.25 | 815,251.93 | 92,451.18 | 57,572.60 | 60,772.04 | 60,397.78 |
| Chicago, St. Paul & Kan. City | 46,931.54 | 62,231.04 | ..... | 1,801.77 | 120.75 | 217,141.71 | 248,079.65 | 11,993.81 | 17,603.38 | 142,022.66 | 55,282.49 |
| Chicago, St. Paul, Minn. & O. | 69,004.33 | 102,033.51 | 750.58 | 19,078.73 | ..... | 420,360.58 | 629,120.31 | 29,061.68 | 25,113.54 | 242,439.57 | 47,155.57 |
| Crooked Creek | ..... | 83.80 | ..... | ..... | ..... | 1,980.00 | 1,622.09 | 67.78 | 1.42 | 699.00 | 23.13 |
| Centerville, Moravia & Albia | ..... | ..... | ..... | ..... | ..... | 1,703.14 | 983.77 | 201.50 | ..... | 1,453.66 | 375.11 |
| Clarinda & St. Louis | ..... | 72.86 | ..... | ..... | ..... | 2,043.20 | 1,754.59 | 129.00 | 140.33 | 1,763.47 | 2.42 |
| Dubuque & Sioux City | 34,247.50 | 76,797.19 | ..... | 3,614.38 | ..... | 133,497.61 | 157,293.01 | 8,917.76 | 8,427.47 | 103,023.27 | 19,854.11 |
| Humeston & Shenandoah | 1,571.87 | 3,976.53 | ..... | ..... | ..... | 12,398.55 | 10,091.83 | 965.29 | 979.73 | 11,073.77 | 758.49 |
| Iowa Northern | ..... | ..... | ..... | ..... | ..... | 1,720.00 | 1,603.50 | ..... | 134.20 | 445.00 | ..... |
| Keokuk & Western | 4,103.77 | 14,413.35 | ..... | ..... | 1,266.48 | 22,857.40 | 13,112.71 | 2,175.59 | 768.51 | 15,052.72 | 1,650.94 |
| Mason City & Ft. Dodge | 1,694.50 | 3,620.13 | ..... | 47.25 | ..... | 7,728.53 | 6,422.95 | 1,151.48 | 653.27 | 3,853.29 | 76.02 |
| Minneapolis & St. Louis | 18,093.58 | 30,075.53 | ..... | ..... | ..... | 91,164.34 | 83,444.41 | 7,630.28 | 6,067.85 | 64,223.61 | 4,047.77 |
| Omaha & St. Louis | 1,945.84 | 13,137.04 | ..... | 2,191.02 | 41.02 | 37,118.77 | 58,529.73 | 5,127.46 | 2,478.55 | 28,705.18 | 6,209.00 |
| Ottumwa & Kirkville | 50.91 | ..... | ..... | ..... | ..... | 2,013.22 | 732.80 | 66.05 | ..... | 1,453.44 | ..... |
| Sioux City & Pacific | 5,502.18 | 7,022.23 | ..... | 3,492.65 | ..... | 30,017.19 | 38,098.13 | 1,749.02 | 1,822.27 | 17,075.03 | 3,240.76 |
| Wabash Western | 121,060.90 | 181,817.32 | ..... | 32,429.75 | 54,050.50 | 445,053.44 | 396,285.32 | 28,668.11 | 24,812.60 | 271,292.37 | 20,009.10 |
| NARROW GAUGE ROADS. | | | | | | | | | | | |
| Burlington & Northwestern | ..... | 2,374.01 | ..... | ..... | ..... | 4,305.74 | ..... | ..... | ..... | 2,045.24 | ..... |
| Burlington & Western | ..... | 2,954.04 | ..... | ..... | ..... | ..... | 15,327.57 | 591.94 | ..... | 5,818.46 | ..... |
| Des Moines & Kansas City | 432.23 | 3,125.46 | ..... | 1,246.84 | ..... | 5,822.45 | 6,948.50 | 1,720.45 | 1,725.40 | 3,456.55 | 226.40 |
| St. Louis, Des Moines & N. | 539.24 | 1,017.73 | ..... | ..... | ..... | 3,320.76 | 3,382.61 | 479.04 | 247.62 | 2,605.87 | 72.48 |
| Des Moines & Northwestern | 1,500.82 | 5,635.77 | ..... | 98.49 | 642.05 | 13,402.58 | 12,568.87 | 1,674.72 | 504.17 | 7,004.62 | ..... |
| Total | $1,475,559.20 | $3,113,569.57 | $ 2,505.74 | $ 263,900.71 | $ 68,202.09 | $6,107,789.53 | $6,645,701.30 | $ 392,142.00 | $ 349,571.07 | $4,447,706.60 | $ 645,021.34 |



TABLE No. VI—CONTINUED.

| RAILROADS. | Wages of switchmen, flagmen and watchmen. | Expenses of telegraph, including tolls, rentals and operators. | Wages of station agents, clerks and laborers. | Station supplies. | Switching charges, credit balance. | Car mileage, credit balance. | Loss and damage. | Injuries to persons. | Horses, floats, vans and harness, including wages, fuel and supplies. | Other expenses. | Salaries of officers. | Salaries of clerks. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| B., C. R. & N. | $ 29,661.39 | $ 54,398.47 | $ 147,908.05 | $ 36,897.60 | $ ..... | $ 9,171.03 | $ 13,892.01 | $ ..... | $ ..... | $ 1,841.61 | $ 43,065.26 | $ 44,789.09 |
| Central Iowa | 13,843.07 | 25,864.29 | 61,499.37 | 3,651.55 | 19,463.98 | 20,570.25 | 12,753.42 | 6,534.28 | ..... | ..... | 17,578.59 | 25,570.47 |
| C., M. & St. P. | 566,305.52 | 403,221.18 | 1,272,303.66 | 180,725.46 | 224,343.46 | 172,994.07 | 131,137.47 | 186,407.72 | ..... | 54,687.58 | 103,493.24 | 241,561.60 |
| C. & N. W. | 694,182.54 | 340,974.35 | 1,650,434.79 | 83,450.37 | 21,152.94 | 165,130.24 | 94,676.16 | 192,164.04 | 2,781.00 | ..... | 160,454.75 | 298,323.92 |
| C., R. I. & P. | ..... | 240,974.35 | 1,178,571.25 | 110,579.77 | ..... | 408,877.39 | 99,240.20 | 90,862.93 | ..... | 80,231.40 | 97,660.00 | 298,083.70 |
| C., St. P. & K. C. | 111,079.76 | 64,310.74 | 184,746.14 | 13,503.32 | 8,869.56 | 47,225.42 | 24,139.95 | 43,403.39 | ..... | 9,070.74 | 62,947.02 | 40,122.97 |
| C., St. P., M. & O. | 122,404.19 | 85,284.40 | 259,070.05 | 28,150.00 | ..... | ..... | 35,104.69 | 16,884.22 | 7,209.65 | ..... | 77,376.28 | 83,093.77 |
| Crooked Creek | ..... | ..... | 1,020.00 | 597.50 | ..... | ..... | ..... | ..... | ..... | 35.80 | 2,003.00 | 600.00 |
| Centerville, M. & A. | ..... | ..... | 1,143.00 | 144.88 | ..... | 58.47 | 94.39 | ..... | ..... | ..... | 597.24 | 1,418.12 |
| Clarinda & St. Louis | ..... | ..... | 1,784.05 | 37.97 | ..... | ..... | 2.31 | ..... | ..... | 2.37 | 156.00 | 138.69 |
| Dubuque & S. C. | 22,055.44 | 33,093.64 | 107,554.44 | 15,819.54 | ..... | 27,534.53 | 18,074.09 | 9,270.58 | ..... | ..... | 30,040.84 | 19,398.02 |
| Humeston & S. | 211.50 | ..... | 10,300.88 | 982.29 | ..... | 1,085.78 | 7,667.75 | ..... | ..... | ..... | 5,644.02 | 1,078.53 |
| Iowa Northern | ..... | 200.00 | 1,000.00 | 597.50 | ..... | ..... | 43.00 | 36.25 | ..... | ..... | 750.00 | ..... |
| Keokuk & Western | 3,609.00 | 8,737.01 | 27,650.06 | 450.20 | ..... | 2,056.40 | 1,260.81 | 228.37 | ..... | ..... | 7,750.00 | 7,343.71 |
| Mason City & Ft. D. | ..... | 2,259.45 | 4,770.00 | 341.50 | ..... | ..... | 811.07 | 1,825.57 | ..... | ..... | 4,284.31 | 925.00 |
| Minneapolis & St. L. | ..... | 20,186.20 | 90,236.40 | 4,274.51 | ..... | ..... | 3,387.34 | 1,485.00 | ..... | ..... | 34,175.00 | 21,750.00 |
| Omaha & St. Louis | 6,267.40 | 6,862.22 | 25,271.50 | 2,083.13 | 1,450.22 | 5,217.51 | 1,241.15 | 955.02 | ..... | 6,266.55 | 8,697.00 | 7,143.17 |
| Ottumwa & K. | ..... | ..... | 240.00 | 1,311.41 | ..... | ..... | 7.93 | ..... | ..... | ..... | 5,846.64 | 7,402.72 |
| Sioux City & Pacific | 9,627.74 | 8,388.90 | 34,107.02 | 2,000.91 | ..... | 25,536.00 | 1,774.76 | 18,412.61 | ..... | 234,883.39 | 97,750.92 | 33,040.67 |
| Wabash Western | 180,137.50 | 91,791.31 | 405,175.40 | 17,302.83 | ..... | 104,391.57 | 40,664.25 | 33,454.09 | ..... | ..... | ..... | ..... |
| NARROW GAUGE R'DS. | | | | | | | | | | | | |
| Burlington & N. W. | ..... | ..... | 5,514.66 | ..... | ..... | ..... | 479.20 | ..... | ..... | ..... | 3,718.19 | ..... |
| Burlington & W. | ..... | ..... | 6,500.10 | ..... | ..... | ..... | 1,670.81 | ..... | ..... | ..... | 3,483.57 | ..... |
| Burlington & W. | ..... | ..... | 6,500.10 | ..... | ..... | ..... | 675.00 | 480.00 | ..... | 1,224.60 | 1,870.00 | 1,400.00 |
| Des Moines & K. C. | 270.00 | 800.00 | 7,008.25 | 542.00 | ..... | ..... | 1,184.43 | 650.55 | ..... | ..... | ..... | ..... |
| St. L., D. M. & N. | 400.00 | 317.24 | 13,105.68 | 217.46 | ..... | ..... | 2,465.87 | 1,440.12 | ..... | 144.92 | 8,480.34 | 1,260.00 |
| Des Moines & N. W. | ..... | 2,038.52 | 15,622.82 | 1,035.27 | 976.39 | 54.03 | ..... | ..... | ..... | ..... | ..... | ..... |
| Total | $1,700,091.04 | $1,209,583.04 | $5,030,496.71 | $ 498,347.50 | $ 273,[illegible]2.28 | $ 940,582.80 | $ 501,902.38 | $ 601,502.08 | $ 10,200.65 | $ 388,445.46 | $ 807,426.87 | $1,094,490.46 |

## TABLE VI—Continued

| RAILROADS. | General office expenses and supplies. | Agencies, including salaries and rent. | Advertising. | Commissions. | Insurance. | Expense of fast freight lines. | Expense of traffic associations. | Expense of stock yards and elevators. | Rentals not otherwise provided for. | Legal expenses. | Stationery and printing. | Other general expenses. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bur., Cedar Rap. & N. | $ 7,762.03 | $ 4,180.72 | $ 5,710.03 | $ 20,516.78 | $ 7,476.00 | $ ..... | $ 3,519.56 | $ ..... | $ 4,048.09 | $ 7,655.70 | $ 4,034.66 | $ 1,409.36 |
| Central Iowa | 2,467.24 | 4,100.71 | 750.88 | 5,709.42 | 2,678.74 | ..... | 1,229.66 | ..... | ..... | 13,623.67 | 17,908.71 | 7,429.74 |
| Chicago, Mil. & St. P. | 16,436.54 | 166,234.31 | 57,303.14 | ..... | 50,922.00 | 2,250.43 | 46,552.73 | 65,033.78 | 54,501.21 | 70,691.35 | 127,342.92 | 143,830.04 |
| Chicago & Northwestern | 91,547.09 | 196,224.03 | 132,403.37 | 85,183.24 | 2,414.77 | 878.13 | 32,000.46 | 228.75 | 10,380.43 | 103,132.40 | 183,445.55 | ..... |
| Chicago, Rock Island & P. | 488,436.09 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 87,872.93 | 110,529.41 | 90,100.24 |
| Chicago, St. Paul & K. C. | 21,085.52 | 98,730.04 | 25,550.17 | 15,102.45 | 4,127.16 | ..... | 4,932.66 | 829.80 | ..... | 12,816.72 | 35,251.48 | 62,176.70 |
| Chicago, St. P., Minn. & O. | 29,568.27 | 40,217.49 | 13,149.17 | 26,349.45 | 14,882.95 | 680.14 | 9,042.21 | ..... | ..... | 23,192.05 | 44,482.71 | ..... |
| Crooked Creek | 60.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 150.00 | 120.00 | ..... |
| Centerville, Moravia & A. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 725.37 | ..... | 21.35 | ..... |
| Clarinda & St. Louis | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 102.00 | 12.50 | 48.00 | ..... |
| Dubuque & Sioux City | 24,298.97 | 5,000.63 | 1,111.02 | 4,875.13 | ..... | ..... | 1,408.49 | ..... | ..... | 26,068.07 | 11,104.56 | 16,728.30 |
| Humeston & Shenandoah | 377.97 | ..... | 184.13 | ..... | 683.40 | ..... | ..... | ..... | ..... | 179.95 | ..... | ..... |
| Iowa Northern | 300.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7.00 | ..... |
| Keokuk & Western | 1,933.45 | 1,091.78 | ..... | ..... | 1,256.56 | ..... | ..... | ..... | 10,175.04 | 3,410.58 | 1,593.93 | ..... |
| Mason City & Ft. Dodge | 1,262.12 | ..... | 453.77 | ..... | ..... | ..... | ..... | ..... | ..... | 916.83 | 1,059.73 | ..... |
| Minneapolis & St. Louis | ..... | ..... | 17,874.18 | 5,271.81 | ..... | ..... | ..... | ..... | ..... | 7,161.43 | 13,032.06 | 1,970.32 |
| Omaha & St. Louis | 558.03 | 32.25 | 27.64 | 2,990.54 | 1,311.94 | ..... | ..... | ..... | 1,728.00 | 5,942.09 | 6,018.86 | 5,093.81 |
| Ottumwa & Kirkville | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 50.00 | 44.95 | ..... |
| Sioux City & Pacific | 2,458.34 | 2,242.62 | 550.00 | 1,794.35 | 2.97 | ..... | 676.33 | ..... | 921.05 | 2,211.14 | 3,068.22 | ..... |
| Wabash Western | 7,092.34 | 140,737.04 | 36,566.43 | 105,054.92 | 16,866.00 | ..... | ..... | ..... | 13,329.03 | 15,705.62 | 7,883.65 | 17,053.45 |
| NARROW GAUGE ROADS. | | | | | | | | | | | | |
| Burlington & Northwest'rn | ..... | ..... | ..... | ..... | 318.40 | ..... | ..... | ..... | ..... | ..... | 489.05 | ..... |
| Burlington & Western | ..... | ..... | ..... | ..... | 338.98 | ..... | ..... | ..... | 334.00 | ..... | 478.39 | 3.00 |
| Des Moines & Kans. City | ..... | ..... | ..... | ..... | ..... | ..... | 378.42 | ..... | ..... | 1,000.00 | 30.71 | 600.00 |
| St. Louis, Des Moines & N. | 3,520.00 | ..... | 320.10 | ..... | 615.65 | ..... | 302.17 | ..... | ..... | 528.00 | 563.95 | 329.01 |
| Des Moines & Northwest'rn | 756.93 | 1,620.27 | 47.79 | ..... | ..... | ..... | ..... | ..... | ..... | 528.71 | 1,714.59 | 29.02 |
| Total | $ 709,821.47 | $ 670,746.02 | $ 292,306.31 | $ 272,207.07 | $ 103,807.72 | $ 3,917.70 | $ 100,422.29 | $ 66,092.33 | $ 95,342.72 | $ 392,300.78 | $ 570,925.94 | $ 340,702.28 |



## TABLE No. VII.

### RECAPITULATION OF OPERATING EXPENSES.

| RAILROADS. | Miles operated. | Maintenance of way. | Maintenance of equipment. | Conducting transportation. | General expenses. | Total. | Per mile of road. | Per train mile, cents. | Proportion for Iowa. | Rentals. |
|---|---|---|---|---|---|---|---|---|---|---|
| Burlington, Cedar Rapids & North'n | 1,046.40 | $ 638,143.91 | $ 261,916.43 | $ 876,604.49 | $ 154,520.40 | $ 1,931,184.23 | $ 1,845.56 | 68.041 | $ 1,066,857.73 | $ 18,250.00 |
| Central Iowa | 312.74 | 333,475.94 | 177,887.98 | 470,893.00 | 98,297.83 | 1,110,600.15 | 2,166.69 | 68.34 | 893,731.56 | 88,849.56 |
| Chicago, Burlington & Quincy | 4,919.64 | 3,891,254.95 | 2,501,764.74 | 9,157,568.74 | 1,727,843.16 | 17,278,431.60 | ..... | ..... | 4,469,000.60 | ..... |
| Kansas City, St. Jo. & Council B. | 307.99 | 227,256.65 | 160,981.91 | 608,548.15 | 114,917.47 | 1,110,992.18 | 3,607.08 | 1.05.04 | 189,976.79 | 10,599.02 |
| Chicago, Milwaukee & St. Paul | 5,679.15 | 3,105,393.25 | 2,502,118.29 | 8,693,509.68 | 1,311,040.63 | 15,972,597.86 | 2,865.30 | 80.33 | 4,117,792.41 | 271,442.14 |
| Chicago & Northwestern | 4,254.92 | 3,138,993.69 | 2,343,110.52 | 8,478,453.61 | 1,302,391.88 | 15,270,950.70 | 3,588.86 | 77.12 | 4,108,975.08 | 61,502.58 |
| Chicago, Rock Island & Pacific | 3,257.10 | 2,028,574.84 | 1,420,593.01 | 4,670,070.06 | 1,037,546.86 | 9,156,784.77 | 4,811.71 | 88.00 | 5,265,363.89 | 2,070,473.45 |
| Chicago, St. Paul & Kansas City | 849.38 | 280,502.87 | 197,348.30 | 1,106,344.84 | 372,041.01 | 2,055,236.02 | 2,741.27 | 75.59 | 644,221.88 | 258,025.58 |
| Chicago, St. Paul & Minneapolis & O. | 1,389.33 | 1,103,615.06 | 483,221.18 | 2,115,027.26 | 372,200.37 | 4,074,253.19 | 2,932.53 | 70.37 | 930,365.40 | 83,242.28 |
| Crooked Creek | 23.20 | 6,230.60 | 1,297.79 | 6,257.92 | 2,930.66 | 16,802.60 | 1,741.46 | ..... | 12,918.84 | 3,146.22 |
| Centerville, Moravia & Albia | 24.50 | 2,912.95 | ..... | 7,365.81 | 2,740.98 | 12,018.84 | 575.80 | 43.4 | 4,093.21 | 732.37 |
| Clarinda & St. Louis | 21.50 | 2,321.50 | 137.00 | 7,080.75 | 458.50 | 10,567.75 | 492.45 | 40.23 | 5,093.21 | ..... |
| Dubuque & Sioux City | 399.90 | 236,537.56 | 199,790.65 | 669,999.39 | 178,199.27 | 1,284,449.87 | 2,208.59 | 79.69 | 1,283,135.55 | ..... |
| Humeston & Shenandoah | 93.45 | 47,305.00 | 13,414.73 | 50,94[illegible].40 | 8,832.90 | 120,753.59 | 1,020.60 | 78.6 | 120,765.60 | 10,400.00 |
| Iowa Northern | 5.93 | 2,703.32 | 1,103.63 | 4,251.91 | 1,117.00 | 9,271.23 | 1,564.29 | 92.62 | 9,277.36 | ..... |
| Keokuk & Western | 147.70 | 78,694.39 | 30,456.94 | 107,754.91 | 35,132.75 | 250,039.07 | 1,692.82 | 74.00 | 119,479.73 | 8,175.00 |
| Mason City & Fort Dodge | 92.00 | 10,642.87 | 7,939.51 | 27,948.43 | 8,939.76 | 61,470.57 | 668.16 | 60.86 | 61,460.07 | ..... |
| Minneapolis & St. Louis | 264.17 | 348,353.58 | 131,474.60 | 374,402.61 | 99,160.04 | 953,390.83 | 3,610.32 | 111.436 | 240,073.37 | 63,873.31 |
| Omaha & St. Louis | 145.00 | 41,194.27 | 38,030.21 | 194,853.40 | 38,604.24 | 312,513.12 | 2,155.95 | 62.91 | 161,465.14 | 11,505.54 |
| Ottumwa & Kirkville | 3.33 | 2,039.28 | 1,250.12 | 6,212.75 | 5,470.05 | 15,952.20 | 1,207.41 | 1.05.33 | 15,952.20 | 6,000.00 |
| Prairie du Chien & McGregor | 107.42 | 71,881.00 | 40,368.93 | 193,381.93 | 27,704.44 | 333,366.33 | 3,103.70 | 1.08.86 | 249,729.91 | ..... |
| Sioux City & Pacific | ..... | ..... | ..... | ..... | ..... | 313,739.34 | 65,551.01 | ..... | ..... | ..... |
| Union Pacific | ..... | ..... | ..... | ..... | ..... | 4,368,311.45 | 4,330.00 | 64.99 | 235,704.74 | 327,303.05 |
| Wabash Western | 1,001.90 | 925,647.11 | 791,512.40 | 2,360,528.17 | 432,123.77 | ..... | ..... | ..... | ..... | ..... |
| NARROW GAUGE ROADS. | | | | | | | | | | |
| Burlington & Northwestern | 38.77 | 22,188.13 | 3,677.03 | 13,244.84 | 4,565.73 | 43,675.73 | ..... | ..... | 43,675.73 | 4,200.00 |
| Burlington & Western | 20.50 | 16,991.56 | 6,153.24 | 29,023.94 | 4,628.65 | 57,075.39 | 84.19 | ..... | 57,075.39 | 10,665.00 |
| Des Moines & Kansas City | 111.09 | 29,031.25 | 15,251.24 | 31,939.50 | 5,345.13 | 72,567.52 | 653.29 | 65.29 | 68,919.14 | ..... |
| St. Louis, Des Moines & Northern | 42.30 | 16,728.44 | 6,355.94 | 20,665.36 | 6,143.79 | 54,779.54 | 1,294.99 | 1.04 | 54,779.54 | ..... |
| Des Moines & Northwestern | 134.50 | 81,764.97 | 21,912.27 | 67,711.03 | 14,477.25 | 184,965.55 | 1,222.50 | 1.32.39 | 184,965.55 | ..... |
| Total | 35,12.644 | $ 16,796,701.73 | $ 11,300,631.70 | $ 40,206,993.07 | $ 7,377,824.35 | $ 76,282,835.80 | ..... | ..... | $ 25,280,309.30 | $ 3,305,290.60 |

## TABLE No. VIII.

### OPERATING EXPENSES, INTEREST, RENTAL AND TAXES COMPARED WITH EARNINGS.

| RAILROADS. | Miles. | Total earnings. | Total operating expenses. | INTEREST AND RENTAL. Paid. | Unpaid. |
|---|---|---|---|---|---|
| Burlington, Cedar Rapids & Northern | 1,009.54 | $ 2,872,760.95 | $ 1,931,194.21 | $ 795,630.00 | $ |
| Central Iowa | | 1,291,936.98 | 1,110,609.15 | | |
| Chicago, Burlington & Quincy | | 25,702,509.04 | 17,578,434.60 | | |
| Kansas City, St. Jo & Council Bluffs | 304.57 | 1,722,333.98 | 1,139,982.18 | 419,101.42 | |
| Chicago, Milwaukee & St. Paul | 5,078.15 | 23,461,344.95 | 15,672,997.86 | 7,260,467.63 | |
| Chicago & Northwestern | 4,250.38 | 23,480,445.38 | 13,270,690.50 | 5,803,573.39 | |
| Chicago, Rock Island & Pacific | 1,185.80 | 13,284,049.74 | 9,105,037.37 | 4,573,077.01 | |
| Chicago, St. Paul & Kansas City | | 2,702,849.22 | 2,055,223.07 | 1,218,115.58 | |
| Chicago, St. Paul, Minneapolis & Omaha | | 6,377,160.13 | 4,674,255.19 | 1,484,375.68 | |
| Crooked Creek | | 22,808.25 | 16,802.40 | 3,149.22 | |
| Centerville, Moravia & Albia | | 12,532.45 | 12,918.84 | | |
| Clarinda & St. Louis | | 5,814.13 | 10,387.75 | | 15,840.00 |
| Dubuque & Sioux City | | 1,820,726.68 | 1,354,449.87 | 382,554.00 | 21,032.50 |
| Humeston & Shenandoah | | 148,148.71 | 125,705.55 | | |
| Iowa Northern | | 11,180.53 | 9,277.23 | 3,000.00 | |
| Keokuk & Western | | 350,671.81 | 250,039.02 | 25,732.67 | |
| Mason City & Fort Dodge | | 87,241.89 | 61,450.57 | | 82,800.00 |
| Minneapolis & St. Louis | | 1,235,760.85 | 933,632.23 | 68,333.75 | |
| Omaha & St. Louis | | 453,509.20 | 333,514.12 | 110,555.45 | |
| Ottumwa & Kirkville | | 24,244.81 | 15,952.20 | 11,200.00 | |
| Prairie du Chien & McGregor | | 57,652.70 | 72,463.12 | | |
| Sioux City & Pacific | | 550,974.73 | 333,300.53 | 130,548.13 | 73,234.20 |
| Union Pacific | | 722,741.89 | 313,720.51 | 117,000.00 | |
| Wabash Western | | 5,808,560.46 | 4,388,811.45 | 1,184,070.71 | |
| NARROW GAUGE ROADS. | | | | | |
| Burlington & Northwestern | | 60,221.85 | 49,675.73 | 4,320.00 | 16,200.00 |
| Burlington & Western | | 58,160.40 | 57,070.50 | | 20,984.00 |
| Des Moines & Kansas City | 111.00 | 72,462.68 | 72,577.72 | | |
| St. Louis, Des Moines & Northern | | 5,016.69 | 54,710.54 | | 18,187.00 |
| Des Moines & Northwestern | | 180,238.79 | 174,945.55 | 7,800.00 | 13,700.00 |
| Total | 12,539.53 | $ 117,040,602.63 | $ 76,356,241.19 | $ 23,532,101.23 | $ 382,100.70 |



## TABLE No. VIII—CONTINUED.

| RAILROADS. | Taxes. | Total operating expenses, interest, rental and taxes. | Excess of earnings over operating expenses, interest, rental and taxes. | Excess of operating expenses, interest, rental and taxes over earnings. | FOR IOWA. Excess of earnings over operating expenses, interest, rental and taxes. | Excess of operating expenses, interest, rental and taxes over earnings. |
|---|---|---|---|---|---|---|
| Burlington, Cedar Rapids & Northern | $ 80,915.62 | $ 2,810,532.41 | $ 62,264.54 | $ | $ 75,822.50 | $ |
| Central Iowa | | | | | | |
| Chicago, Burlington & Quincy | 10,909.92 | 1,530,085.60 | 102,349.78 | | 35,936.90 | |
| Kansas City, St. Jo & Council Bluffs | 811,320.05 | 23,666,592.79 | 1,799.21 | | 201,248.79 | |
| Chicago, Milwaukee & St. Paul | 699,040.00 | 21,772,37[illegible] | 2,707,694.99 | | 1,245,149.66 | |
| Chicago & Northwestern | 410,753.61 | 14,181,578.42 | | 800,279.75 | | |
| Chicago, Rock Island & Pacific | 69,852.05 | 3,190,713.65 | | 577,344.48 | | 223,540.80 |
| Chicago, St. Paul & Kansas City | 252,313.86 | 5,810,044.93 | 505,455.39 | | 52,307.62 | |
| Chicago, St. Paul, Minneapolis & Omaha | 1,117.48 | 21,156.10 | 1,742.15 | | 21,156.10 | 1,742.15 |
| Crooked Creek | | | | | | |
| Centerville, Moravia & Albia | 3,582.60 | 29,030.41 | | 24,130.28 | | 12,063.14 |
| Clarinda & St. Louis | 93,804.21 | 1,750,848.29 | 72,950.39 | | 110,297.29 | |
| Dubuque & Sioux City | | | | | | |
| Humeston & Shenandoah | 676.87 | 12,954.13 | 1,507.60 | | 1,367.60 | |
| Iowa Northern | 14,900.50 | 240,713.18 | | 28,956.83 | 9,685.56 | |
| Keokuk & Western | 9,139.63 | 153,499.39 | | 81,207.31 | | 81,207.31 |
| Mason City & Fort Dodge | 37,622.47 | | | | | |
| Minneapolis & St. Louis | 11,113.41 | 444,205.07 | 10,846.13 | | 5,423.06 | |
| Omaha & St. Louis | 1,859.79 | 29,032.19 | | 4,877.38 | | 4,877.38 |
| Ottumwa & Kirkville | | 57,652.20 | | 33,407.40 | | |
| Prairie du Chien & McGregor | 14,976.67 | | | 249.66 | | 2,509.16 |
| Sioux City & Pacific | 25,000.00 | 405,780.61 | 250,950.78 | | | |
| Union Pacific | 135,072.04 | 5,088,763.39 | 180,097.21 | | | 146,329.93 |
| Wabash Western | | | | | | 5,312.52 |
| NARROW GAUGE ROADS. | | | | | | |
| Burlington & Northwestern | 1,178.64 | 65,544.37 | | | | 43,795.46 |
| Burlington & Western | 2,445.47 | 99,595.87 | | | | 69.99 |
| Des Moines & Kansas City | 8,157.19 | 80,650.17 | | 8,221.73 | | 16,349.95 |
| St. Louis, Des Moines & Northern | 1,305.02 | 74,809.56 | | 16,989.90 | | 32,786.99 |
| Des Moines & Northwestern | 5,560.22 | 213,045.78 | | 32,786.99 | | |
| Total | $ 2,788,369.80 | $ 82,613,234.68 | $ 5,852,144.08 | $ 1,717,381.61 | $ 1,849,558.12 | $ 575,642.79 |

# TABLE No. IX.

## REPRESENTING CONDITION OF ROAD IN IOWA.

| RAILROADS. | Miles in Iowa. | Amount of stock represented by road in Iowa. | Debt represented by road in Iowa. | Proportion of cost for Iowa. | Proportion of earnings for Iowa. | Proportion of expenses for Iowa. | Interest accrued but unpaid on the road in Iowa. | Employes on road in Iowa. | Amount paid employes in Iowa. | Taxes in Iowa. |
|---|---|---|---|---|---|---|---|---|---|---|
| Burlington, Cedar Rapids & North'n | .... | $ 6,131,358.65 | $ ..... | $ 19,738,393.31 | $ 2,993,775.98 | $ 1,993,887.59 | $ ..... | 2,294 | $ 1,141,797.77 | $ 81,323.86 |
| Central Iowa | .... | ..... | 4,850,000.00 | 17,031,269.19 | 1,158,822.53 | 886,741.50 | ..... | 957 | 540,592.80 | 55,681.24 |
| Chicago, Burlington & Quincy | .... | ..... | ..... | ..... | 6,329,469.33 | 4,406,000.60 | ..... | 4,614 | 2,727,297.24 | 162,154.73 |
| Chicago, Burlington & Kansas City | .... | ..... | ..... | ..... | ..... | ..... | ..... | 256 | 85,372.90 | 5,542.86 |
| Kansas City, St. Jo & Council Bluffs | .... | 977,801.49 | ..... | 2,309,982.15 | 310,020.01 | 159,976.79 | ..... | 79 | 65,000.00 | 7,175.71 |
| St. Louis, Keokuk & Northwestern | .... | ..... | ..... | ..... | ..... | ..... | ..... | 265 | 172,511.00 | 3,411.35 |
| Chicago, Iowa & Dakota | .... | ..... | 141,320.30 | ..... | 3,109.88 | 5,057.21 | ..... | 10 | 12,647.10 | 1,158.14 |
| Chicago, Milwaukee & St. Paul | .... | 17,050,303.02 | 34,323,030.23 | 50,398,458.50 | 6,389,190.20 | 4,447,502.41 | ..... | 3,326 | 2,300,000.00 | 190,987.63 |
| Chicago & Northwestern | .... | 20,473,274.29 | 28,730,585.34 | 44,630,851.42 | 7,009,070.52 | 4,198,975.98 | ..... | 3,800 | 2,242,200.00 | 329,762.98 |
| Chicago, Rock Island & Pacific | .... | 29,009,453.55 | 17,525,000.64 | ..... | ..... | ..... | ..... | 3,911 | 2,325,440.67 | 213,631.72 |
| Chicago, St. Paul & Kansas City | .... | 8,538,958.91 | 15,785,932.66 | 24,475,707.89 | 1,165,075.34 | 844,221.84 | ..... | 808 | 541,396.66 | 37,212.91 |
| Chicago, St. Paul, Minn. & Omaha | .... | 1,867,453.20 | 1,250,946.36 | 3,195,552.20 | 529,858.77 | 349,985.46 | ..... | 344 | 205,550.59 | 19,303.79 |
| Crooked Creek | .... | 225,000.00 | ..... | 82,125.00 | 32,898.25 | 16,892.40 | ..... | 14 | 9,000.00 | 1,117.48 |
| Centerville, Moravia & Albia | .... | ..... | ..... | ..... | 12,582.45 | 12,918.84 | ..... | 14 | 8,454.40 | 935.52 |
| Clarinda & St. Louis | .... | ..... | 141,320.30 | ..... | 3,109.88 | 5,057.21 | ..... | 7 | 4,035.70 | 13.00 |
| Dubuque & Sioux City | .... | 7,648,041.96 | 8,109,934.65 | 16,078,206.16 | 1,184,748.10 | 1,230,155.57 | ..... | 1,707 | 901,493.04 | 89,099.37 |
| Hunneston & Shenandoah | .... | 4,020,000.00 | 2,584,000.00 | 6,719,311.95 | 148,148.71 | 136,745.99 | ..... | 140 | 99,501.23 | 8,540.09 |
| Iowa Northern | .... | 99,000.00 | 50,000.00 | ..... | 11,386.53 | 9,277.26 | ..... | 8 | 3,000.00 | 676.87 |
| Keokuk & Western | .... | 1,978,710.00 | 118,904.07 | 2,278,333.10 | 157,530.07 | 110,479.23 | ..... | 236 | 127,975.72 | 14,809.50 |
| Mason City & Ft. Dodge | .... | 520,000.00 | 1,677,446.91 | ..... | 82,241.89 | 61,480.57 | ..... | 80 | 45,453.93 | 9,150.63 |
| Minneapolis & St. Louis | .... | ..... | ..... | ..... | 275,652.11 | 242,873.27 | ..... | 185 | 111,000.00 | 16,570.90 |
| Omaha & St. Louis | .... | 2,004,300.00 | 1,255,441.37 | 3,304,845.09 | 210,470.66 | 144,855.14 | ..... | 144 | 61,418.32 | 7,593.78 |
| Ottumwa & Kirkville | .... | 150,000.00 | 87,000.00 | 80,955.23 | 24,244.81 | 15,952.20 | ..... | 11 | 7,460.00 | 10,570.90 |
| Prairie du Chien & McGregor | .... | 12,500.00 | ..... | ..... | 14,413.07 | ..... | ..... | 23 | 15,090.00 | 67.00 |
| Sioux City & Pacific | .... | 1,549,470.75 | 2,439,350.53 | 4,193,150.07 | 419,485.81 | 249,729.91 | ..... | 517 | 301,483.80 | 10,737.87 |
| Union Pacific | .... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 35,000.00 |
| Wabash Western | .... | ..... | ..... | ..... | 192,486.14 | 235,704.34 | ..... | 148 | 79,427.65 | 12,288.30 |
| NARROW GAUGE ROADS. | | | | | | | | | | |
| Burlington & Northwestern | .... | 135,900.00 | 220,000.00 | 398,644.72 | 60,221.85 | 43,635.73 | 16,400.00 | 65 | 29,007.52 | 1,117.29 |
| Burlington & Western | .... | 895,501.82 | 571,201.21 | 1,477,401.95 | 55,709.40 | 57,070.49 | 39,984.00 | 75 | 31,076.45 | 1,645.47 |
| Des Moines & Kansas City | 100 | 720,750.72 | ..... | 889,603.53 | 68,872.15 | 68,939.14 | ..... | 105 | 51,570.25 | 7,229.79 |
| Ft. Madison & Northwestern | .... | ..... | ..... | ..... | ..... | ..... | ..... | 40 | 29,157.44 | ..... |
| St. Louis, Des Moines & Northern | .... | 722,750.00 | 393,000.00 | 1,025,750.00 | 58,016.60 | 54,719.54 | ..... | 41 | 32,525.68 | 1,065.62 |
| Des Moines & Northwestern | .... | 509,500.00 | 450,000.00 | 1,437,571.35 | 180,258.79 | 184,965.95 | ..... | 176 | 77,788.66 | 5,580.23 |
| Total | .... | $105,370,637.94 | $120,948,417.51 | $199,814,502.51 | $ 29,338,651.77 | $ 20,000,975.01 | $ 56,384.00 | 24,642 | $ 14,212,509.27 | $1,107,966.00 |

# TABLE No. X.

## EMPLOYES AND SALARIES.

| RAILROADS. | GENERAL OFFICERS. | | CLERKS. | | STATION AG'TS. | | OTHER STATION MEN. | | ENGINEMEN. | | FIREMEN. | | CONDUCTORS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Number. | Yearly compensation. | Number. | Yearly compensation. | Number. | Yearly compensation. | Number. | Yearly compensation. | Number. | Yearly compensation. | Number. | Yearly compensation. | Number. | Yearly compensation. |
| Bur., Cedar Rapids & Northern | 15 | $ 43,885.38 | 68 | $ 37,631.49 | 153 | $ 91,551.64 | 124 | $ 69,451.81 | 80 | $ 99,855.75 | 62 | $ 60,347.35 | 62 | $ 58,218.00 |
| Central Iowa | 8 | 20,136.00 | 32 | 35,259.99 | 101 | 45,260.50 | 65 | 29,204.75 | 54 | 59,999.95 | 54 | 34,376.55 | 36 | 34,750.52 |
| Kas. City, St. Jo & Council Bluffs | 10 | 36,600.00 | 84 | 38,707.20 | 50 | 28,980.00 | 150 | 62,064.00 | 42 | 52,780.80 | 42 | 28,125.20 | 28 | 24,897.50 |
| Chicago & Northwestern | 31 | 100,272.92 | 419 | 330,746.76 | 661 | 420,212.64 | 1,999 | 1,077,733.32 | 926 | 993,300.26 | 1,004 | 664,602.67 | 607 | 560,238.32 |
| Chicago, Rock Island & Pacific | 26 | 97,000.00 | 403 | 258,083.70 | 438 | 188,185.33 | 979 | 497,857.80 | 588 | 515,325.80 | 538 | 389,053.94 | 340 | 262,802.40 |
| Chicago, St. Paul & Kas. City | 22 | 62,647.92 | 66 | 40,122.97 | 128 | 80,064.95 | 148 | 85,608.82 | 82 | 128,638.25 | 81 | 72,999.65 | 70 | 71,253.26 |
| Chi., St. Paul, Minn. & Omaha | 26 | 105,416.52 | 132 | 98,935.34 | 167 | 115,010.21 | 326 | 176,707.91 | 199 | 232,241.58 | 189 | 140,511.85 | 132 | 125,467.64 |
| Crooked Creek | 1 | 2,000.00 | 1 | 1,200.00 | 2 | 1,560.00 | ..... | ..... | 1 | 960.00 | 1 | 480.00 | 1 | 540.00 |
| Centerville, Moravia & Albia | .... | 967.24 | .... | 1,418.12 | 3 | 1,996.66 | 1 | 137.50 | 1 | 1,279.20 | 1 | 650.40 | 1 | 807.65 |
| Clarinda & St. Louis | .... | ..... | .... | ..... | 5 | 1,794.95 | ..... | ..... | 1 | 1,080.00 | 1 | 761.80 | 1 | 600.00 |
| Dubuque & Sioux City | 13 | 35,913.79 | 51 | 39,010.84 | 89 | 55,424.82 | 154 | 69,148.04 | 78 | 82,398.90 | 84 | 45,153.08 | 49 | 43,424.10 |
| Hunneston & Shenandoah | 4 | 8,254.92 | 4 | 2,500.74 | 16 | 9,454.48 | 1 | 270.00 | 4 | 6,005.69 | 4 | 3,471.46 | 4 | 4,420.58 |
| Iowa Northern | .... | 750.00 | .... | 450.00 | .... | ..... | .... | ..... | 1 | 840.00 | 1 | 540.00 | 1 | 420.00 |
| Keokuk & Western | .... | 7,750.00 | 10 | 7,345.71 | 27 | 13,030.39 | 31 | 14,620.48 | 12 | 14,837.10 | 12 | 9,046.30 | 9 | 7,708.40 |
| Mason City & Fort Dodge | 3 | 4,800.95 | 2 | 720.00 | 11 | 4,932.00 | .... | ..... | 3 | 3,444.00 | 3 | 2,295.84 | 2 | 2,225.20 |
| Minneapolis & St. Louis | 12 | 34,170.00 | 32 | 21,756.60 | 52 | 33,120.00 | 95 | 60,300.00 | 46 | 51,750.00 | 53 | 34,980.00 | 24 | 24,750.00 |
| Omaha & St. Louis | 2 | 7,800.00 | 10 | 7,462.67 | 28 | 19,657.37 | 13 | 6,463.20 | 18 | 20,541.60 | 18 | 11,856.36 | 13 | 11,964.81 |
| Ottumwa & Kirkville | 2 | 2,100.00 | .... | ..... | 1 | 600.00 | .... | ..... | 1 | 960.00 | 1 | 540.00 | 1 | 540.00 |
| Prairie du Chien & McGregor | .... | 15,000.00 | 1 | 1,800.00 | .... | ..... | .... | ..... | 6 | 4,320.00 | 2 | 240.00 | 2 | 1,920.00 |
| Sioux City & Pacific | 15 | 5,467.12 | 36 | 32,643.28 | 17 | 11,620.28 | 43 | 23,817.00 | 15 | 17,743.66 | 16 | 12,185.43 | 11 | 9,730.97 |
| Wabash Western | 20 | 86,849.96 | 174 | 156,532.10 | 146 | 87,597.17 | 437 | 283,526.53 | 195 | 244,965.49 | 208 | 140,630.70 | 113 | 126,014.97 |
| NARROW GAUGE ROADS. | | | | | | | | | | | | | | |
| Burlington & Northwestern | 5 | 1,680.00 | 4 | 900.00 | 10 | 3,360.00 | .... | ..... | 1 | 510.00 | 1 | 450.00 | 1 | 540.00 |
| Burlington & Western | .... | ..... | .... | ..... | 15 | 4,500.00 | 1 | ..... | 3 | 3,105.00 | 3 | 1,860.00 | 3 | 2,250.00 |
| Des Moines & Kansas City | 3 | 1,870.00 | 3 | 1,400.00 | 16 | 6,375.00 | 4 | 1,560.00 | 6 | 4,170.00 | 6 | 2,610.00 | 3 | 2,220.00 |
| St. Louis, Des Moines & North'n | 2 | 2,400.00 | 1 | 900.00 | 2 | 4,022.60 | .... | ..... | 2 | 1,950.00 | 2 | 720.00 | 2 | 1,320.00 |
| Des Moines & Northwestern | 6 | 7,700.00 | 2 | 1,260.00 | 20 | 15,622.82 | .... | ..... | 7 | 7,098.00 | 8 | 2,760.75 | 5 | 3,360.00 |
| Totals | 228 | $ 778,258.83 | 1,555 | $ 1,125,318.70 | 2,104 | $ 1,240,026.07 | 4,509 | $ 2,279,453.23 | 2,322 | $ 2,549,585.95 | 2,405 | $ 1,564,697.37 | 1,522 | $ 1,263,324.92 |

## TABLE No. X—Continued.

| RAILROADS. | OTHER TRAINMEN. | | MACHINISTS. | | CARPENTERS. | | OTHER SHOPMEN. | | SECTION FOREMEN. | | OTHER TRACKMEN. | | SWITCHMEN, FLAGMEN AND WATCHMEN. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Number. | Yearly compensation. | Number. | Yearly compensation. | Number. | Yearly compensation. | Number. | Yearly compensation. | Number. | Yearly compensation. | Number. | Yearly compensation. | Number. | Yearly compensation. |
| Bur., Cedar Rapids & North'n | 135 | $ 73,946.25 | 152 | $ 98,046.00 | 114 | $ 74,696.95 | 208 | $ 110,676.80 | 175 | $ 82,162.50 | 760 | $ 205,383.19 | 18 | $ 7,234.20 |
| Central Iowa | 60 | 41,151.47 | 23 | 19,149.62 | 80 | 54,245.61 | 160 | 80,240.51 | 73 | 36,900.00 | 280 | 93,864.00 | 63 | 42,188.80 |
| Kansas City, St. Jo & C. B. | 63 | 35,154.00 | 45 | 32,393.00 | 60 | 43,760.00 | 213 | 129,536.80 | 70 | 87,044.00 | 280 | 93,864.00 | 982 | 597,515.15 |
| Chicago & Northwestern | 1,295 | 755,481.05 | 516 | 329,867.81 | 879 | 570,963.44 | 2,037 | 1,052,119.33 | 721 | 393,197.84 | 2,600 | 713,277.03 | 577 | 314,523.45 |
| Chi., Rock Island & Pacific | 831 | 578,390.70 | 590 | 381,378.02 | 662 | 346,398.32 | 1,475 | 420,734.00 | 579 | 293,245.76 | 578 | 158,112.90 | 55 | 44,004.60 |
| Chicago, St. Paul & Kas. City | 122 | 80,241.75 | 42 | 37,693.95 | 127 | 96,977.00 | 220 | 133,196.27 | 129 | 70,213.90 | 378 | 103,572.12 | 55 | 44,004.60 |
| Chi., St. Paul, Minn. & Omaha | 200 | 175,184.59 | 241 | 151,995.48 | 370 | 204,162.46 | 117 | 77,980.67 | 243 | 125,097.63 | 1,098 | 420,817.47 | 165 | 108,200.21 |
| Crooked Creek | 1 | 420.00 | 31 | 540.00 | .... | .... | .... | .... | 2 | 960.00 | 2 | 780.00 | .... | .... |
| Centerville, Moravia & Albia | 1 | 501.30 | .... | .... | .... | .... | .... | .... | 2 | 960.00 | 2 | 960.00 | .... | .... |
| Clarinda & St. Louis | 1 | 694.47 | .... | .... | .... | 603.63 | .... | .... | 1 | 540.00 | 2 | 695.11 | 1 | 401.50 |
| Dubuque & Sioux City | 107 | 40,779.02 | 31 | 20,857.64 | 76 | 54,077.79 | 132 | 70,348.75 | 107 | 55,341.93 | 507 | 189,122.14 | 100 | 54,377.11 |
| Humeston & Shenandoah | 8 | 4,575.43 | 3 | 2,550.81 | 6 | 2,903.38 | 16 | 8,382.75 | 18 | 9,720.00 | 43 | 15,030.37 | 1 | 211.50 |
| Iowa Northern | .... | .... | .... | .... | .... | .... | .... | .... | 1 | .... | 2 | .... | .... | .... |
| Keokuk & Western | 18 | 8,203.99 | 4 | 3,175.50 | 19 | 12,830.40 | 45 | 23,266.86 | 26 | 14,340.00 | 85 | 24,877.50 | 5 | 3,600.00 |
| Mason City & Fort Dodge | 4 | 1,573.16 | 2 | 2,117.40 | 4 | 2,466.60 | 11 | 5,568.44 | 15 | 8,340.00 | 17 | 5,753.33 | .... | .... |
| Minneapolis & St. Louis | 55 | 36,300.00 | 16 | 12,480.00 | 15 | 11,250.00 | 170 | 54,150.00 | 74 | 39,960.00 | 283 | 73,260.00 | 28 | 22,848.00 |
| Omaha & St. Louis | 33 | 17,571.80 | 8 | 6,510.40 | 2 | 1,565.00 | 71 | 29,501.47 | 24 | 13,320.00 | 56 | 19,280.80 | 10 | 7,320.00 |
| Ottumwa & Kirkville | 2 | 1,260.00 | .... | .... | .... | .... | .... | .... | 1 | 600.00 | 2 | 800.00 | .... | .... |
| Prairie du Chien & McGregor | 3 | 1,800.00 | .... | .... | 1 | 780.00 | .... | .... | .... | .... | .... | .... | 7 | 3,320.00 |
| Sioux City & Pacific | 24 | 13,771.68 | 36 | 26,295.10 | 62 | 39,871.75 | 102 | 94,964.10 | 19 | 9,654.05 | 80 | 34,356.07 | 28 | 18,236.45 |
| Wabash Western | 242 | 165,512.12 | 122 | 86,611.01 | 45 | 30,001.53 | 649 | 348,636.24 | 141 | 80,207.68 | 605 | 232,633.82 | 64 | 22,992.65 |
| NARROW GAUGE ROADS. | | | | | | | | | | | | | | |
| Burlington & Northwestern | 1 | 414.00 | 2 | 1,200.00 | 2 | 1,200.00 | .... | .... | 7 | 3,360.00 | 21 | 6,030.00 | 1 | 450.00 |
| Burlington & Western | 5 | 3,000.00 | 2 | 1,200.00 | 2 | 1,200.00 | 2 | 750.00 | 10 | 4,800.00 | 30 | 9,900.00 | 1 | 450.00 |
| Des Moines & Kansas City | 4 | 1,560.00 | 4 | 3,480.00 | 3 | 2,880.00 | 6 | 2,400.00 | 17 | 8,709.00 | 31 | 11,350.00 | .... | .... |
| St. Louis, Des Moines & N. | 1 | 300.00 | .... | .... | 3 | 2,025.00 | .... | .... | 6 | 2,448.00 | 10 | 3,300.00 | 1 | 450.00 |
| Des Moines & Northwestern | 10 | 4,024.02 | 2 | 1,860.60 | 6 | 3,013.15 | 5 | 1,883.23 | 17 | 8,160.00 | 60 | 15,093.28 | .... | .... |
| Totals | 3,316 | $ 1,841,658.74 | 1,817 | $ 1,118,349.34 | 2,539 | $ 1,566,295.11 | 5,349 | $ 2,662,046.12 | 2,478 | $ 1,258,274.29 | 10,237 | $ 3,571,302.30 | 2,127 | $ 1,202,252.37 |



## TABLE No. X—Continued.

| RAILROADS. | TELEGRAPH OPERATORS AND DISPATCHERS. | | EMPLOYES' ACCOUNT FLOATING EQUIPMENT. | | ALL OTHER EMPLOYES AND LABORERS. | | Total No. of employes. | Total yearly compensation. | General administration. | Maintenance of way. | Maintenance of equipment. | Conducting transportation. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Number. | Yearly compensation. | Number. | Yearly compensation. | Number. | Yearly compensation. | | | | | | |
| Bur., Cedar Rapids & N | 87 | $ 58,546.65 | 66 | $ 39,396.30 | 190 | $ 83,395.00 | 2,508 | $ 1,252,359.46 | $ 81,998.87 | $ 385,802.65 | $ 208,788.10 | $ 488,469.84 |
| Central Iowa | 10 | 8,751.58 | .... | .... | 35 | 24,080.87 | 1,116 | 646,977.02 | 69,491.89 | 184,827.84 | 128,872.84 | 272,985.05 |
| Kas. City, St. Jo & C. B. | 34 | 20,196.00 | .... | .... | 94 | 58,129.60 | 1,347 | 766,192.00 | 73,207.20 | 177,553.20 | 170,406.30 | 342,855.30 |
| Chicago & Northwestern | 428 | 280,404.75 | 3 | 2,593.98 | 1,229 | 831,960.43 | 10,824 | 10,305,449.36 | .... | .... | .... | .... |
| Chi., Rock Island & Pacific | 290 | 141,830.64 | .... | .... | 1,196 | 511,877.50 | 11,564 | 5,499,869.47 | 395,085.70 | 1,116,224.75 | 1,126,486.80 | 2,812,075.24 |
| Chi., St. Paul & Kas. City | 67 | 44,798.80 | .... | .... | 410 | 257,290.84 | 2,147 | 1,474,241.43 | 181,651.50 | 241,503.75 | 196,970.82 | 923,054.76 |
| Chi., St. Paul, Minn. & O. | 131 | 89,829.20 | .... | .... | 615 | 290,880.48 | 4,421 | 2,638,241.29 | 264,416.00 | 700,240.76 | 449,201.71 | 1,224,374.82 |
| Crooked Creek | .... | .... | .... | .... | 1 | 600.00 | 14 | 9,080.60 | .... | .... | .... | .... |
| Cent., Moravia & Albia | .... | .... | .... | .... | 1 | 240.00 | 14 | 8,634.40 | 1,985.86 | 1,996.40 | .... | 4,472.64 |
| Clarinda & St. Louis | .... | .... | .... | .... | 1 | 174.55 | 14 | 7,545.01 | .... | 1,739.74 | .... | 5,805.27 |
| Dubuque & Sioux City | 52 | 27,705.50 | .... | .... | 156 | 73,940.21 | 1,787 | 955,034.72 | 78,794.73 | 252,637.50 | 205,572.00 | 358,100.28 |
| Humeston & Shenandoah | 2 | 1,800.00 | .... | .... | 10 | 6,822.32 | 146 | 80,501.23 | .... | .... | .... | .... |
| Iowa Northern | .... | .... | .... | .... | .... | .... | 3 | 2,000.00 | 1,200.00 | .... | .... | 800.00 |
| Keokuk & Western | 15 | 8,757.61 | .... | .... | .... | .... | 328 | 177,443.99 | 15,985.71 | 40,287.96 | 29,202.26 | 91,956.02 |
| Mason City & Fort Dodge | 3 | 1,260.00 | .... | .... | .... | .... | 80 | 45,425.93 | 5,619.96 | 16,064.93 | 8,040.84 | 15,750.20 |
| Minneapolis & St. Louis | 42 | 28,144.00 | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| Omaha & St. Louis | 4 | 4,872.96 | 23 | 15,025.44 | 11 | 5,291.57 | 348 | 206,411.43 | 15,260.07 | 32,000.80 | 16,006.47 | 120,540.05 |
| Ottumwa & Kirkville | .... | .... | .... | .... | .... | .... | 11 | 7,460.00 | 2,760.00 | 1,400.00 | .... | 3,300.00 |
| Prairie du Ch'n & M'Gregor | .... | .... | .... | .... | 1 | 900.00 | 22 | 15,060.00 | .... | .... | .... | .... |
| Sioux City & Pacific | 19 | 8,295.04 | .... | .... | 18 | 13,708.05 | 624 | 371,802.13 | .... | .... | .... | .... |
| Wabash Western | 119 | 72,927.30 | .... | .... | 302 | 225,994.70 | 3,670 | 2,495,573.17 | 376,315.45 | 444,565.60 | 874,762.30 | 799,929.79 |
| NARROW GAUGE ROADS. | | | | | | | | | | | | |
| Burlington & Northwestern | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| Burlington & Western | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| Des Moines & Kansas City | 1 | 780.00 | .... | .... | 5 | 2,880.00 | 1,114 | 54,265.00 | 3,300.00 | 20,050.00 | 8,700.00 | 22,155.00 |
| St. Louis, Des Moines & N. | 2 | 1,320.00 | .... | .... | 1 | 300.00 | 41 | .... | .... | .... | .... | .... |
| Des Moines & Northwestern | 3 | 2,028.32 | .... | .... | 25 | 3,476.49 | 176 | 77,788.66 | 8,003.66 | 27,392.45 | 6,290.32 | 25,391.91 |
| Totals | 1,307 | 799,717.48 | 92 | 38,788.72 | 4,311 | $ 2,402,809.64 | 48,315 | $27,892,177.24 | $1,527,512.54 | $3,643,749.46 | $3,979,460.91 | $7,225,758.07 |

## TABLE No. XI.

### PASSENGER AND FREIGHT TRAIN MILEAGE.

PASSENGER TRAFFIC.

| RAILROADS. | Number of passengers carried earning revenue. | Number of passengers carried one mile. | Average distance carried. | Total passenger revenue. | Average amount received from each passenger. | Average receipts per passenger per mile, cents. | Estimated cost of carrying each passenger one mile, cents. | Passenger earnings per mile of road. | Passenger earnings per train mile, cents. |
|---|---|---|---|---|---|---|---|---|---|
| Burlington, Cedar Rapids & Northern | 560,806 | 26,955,409 | 48.06 | $ 855,978.46 | $ 1.52 | 3.17 | 2.65 | $ 816.11 | 80.21 |
| Central Iowa | 304,152 | 9,331,881 | 27.92 | 230,016.81 | .70 | 2.32 | 2.47 | 450.54 | 60.33 |
| Kansas City, St. Jo & Council Bluffs | 393,915 | 28,112,497 | 45.75 | 536,814.19 | 1.36 | 2.96 | ..... | 1,742.90 | 87.96 |
| Chicago, Milwaukee & St. Paul | 7,888,522 | 238,667,706 | 32.72 | 6,242,041.02 | .79 | 2.41 | 2.09 | 1,697.55 | 85.12 |
| Chicago & Northwestern | 11,443,528 | 276,040,992 | 24.00 | 6,310,022.46 | .55 | 2.29 | 1.83 | 1,708.03 | 107.39 |
| Chicago, Rock Island & Pacific | 3,895,953 | 154,302,854 | 40.00 | 3,559,327.49 | .92 | 2.38 | 2.15 | 1,850.97 | 92.00 |
| Chicago, St. Paul & Kansas City | 1,154,168 | 27,758,311 | 24.10 | 619,797.88 | .54 | 2.23 | 2.16 | 830.67 | 48.32 |
| Chicago, St. Paul, Minneapolis & Omaha | 1,460,698 | 66,792,319 | 47.48 | 1,685,881.34 | 1.20 | 2.52 | 2.55 | 1,212.01 | 95.70 |
| Centerville, Moravia & Albia | 9,089 | 160,959 | 16.7 | 4,904.81 | .54 | 2.06 | ..... | 188.64 | 33.9 |
| Clarinda & St. Louis | 4,748 | 70,815 | 16.17 | 2,357.10 | .47 | 2.94 | ..... | ..... | ..... |
| Dubuque & Sioux City | 461,122 | 19,829,278 | 43.00 | 509,583.01 | 1.10 | 2.55 | 2.76 | 1,027.04 | 86.48 |
| Humeston & Shenandoah | 35,991 | 963,711 | 26.80 | 27,061.79 | .78 | 2.81 | 4.14 | 283.52 | 37.00 |
| Iowa Northern | 12,067 | 42,255 | 3.5 | 1,448.13 | .12 | 3.50 | ..... | 244.20 | 14.45 |
| Keokuk & Western | 163,476 | 2,895,886 | 21.2 | 77,230.82 | .55 | 2.6 | ..... | 522.86 | 40.3 |
| Mason City & Fort Dodge | 38,109 | 914,616 | 24.00 | 21,399.06 | .56 | 2.34 | 3.72 | 383.82 | 44.53 |
| Minneapolis & St. Louis | 509,940 | 12,610,508 | 25.53 | 311,241.50 | .61 | 2.39 | 3.27 | 818.62 | 71.04 |
| Omaha & St. Louis | 88,162 | 4,306,296 | 48.87 | 107,143.77 | 1.22 | 2.49 | 1.95 | 743.53 | 95.70 |
| Ottumwa & Kirkville | 11,172 | 117,376 | 10.5 | 3,159.45 | .28 | 2.68 | ..... | 251.62 | 20.93 |
| Sioux City & Pacific | 236,260 | 9,506,187 | 42.00 | 250,829.09 | 1.06 | 2.61 | 1.84 | 2,088.68 | 155.54 |
| Wabash Western | 1,353,603 | 76,740,293 | 57.5 | 1,613,100.38 | 1.21 | 2.10 | 1.82 | 1,610.04 | 87.85 |
| NARROW GAUGE ROADS. | | | | | | | | | |
| Burlington & Northwestern | 22,549 | 374,898 | ..... | 16,460.75 | ..... | ..... | ..... | 424.57 | ..... |
| Burlington & Western | 21,027 | 461,171 | ..... | 19,214.73 | ..... | ..... | ..... | 237.63 | ..... |
| Des Moines & Kansas City | 25,586 | 701,807 | 27.64 | 18,061.82 | .75 | 2.7 | ..... | 170.83 | 42.43 |
| St. Louis, Des Moines & Northern | 25,925 | 527,620 | 21.00 | 12,393.19 | .48 | 2.09 | ..... | 291.95 | 56.00 |
| Des Moines & Northwestern | 50,849 | 1,424,523 | 23.8 | 37,772.06 | .63 | 2.65 | 5.19 | 331.33 | 51.69 |
| Total | 30,056,186 | 969,717,408 | ..... | $ 23,041,241.71 | $ .76.6 | 2.35 | ..... | 911.36 | 86.32 |

## TABLE No. XI—CONTINUED.

FREIGHT TRAFFIC.

| RAILROADS. | Number of tons carried of freight earning revenue. | Number of tons carried one mile. | Average distance haul of one ton. | Total freight revenue. | Average amount received for each ton of freight. | Average receipts per ton per mile, cents. | Estimated cost of carrying one ton one mile, cents. | Freight earnings per mile of road. | Freight earnings per train mile. |
|---|---|---|---|---|---|---|---|---|---|
| Burlington, Cedar Rapids & Northern | 1,147,543 | 154,544,511 | 134.67 | $ 2,018,815.40 | $ 1.76 | 1.30 | .8 | $ 1,939.31 | $ 1.14 |
| Central Iowa | 880,688 | 102,644,702 | 116.00 | 1,609,548.20 | 1.24 | 1.07 | .81 | 2,142.94 | 1.13 |
| Kansas City, St. Jo & Council Bluffs | 777,432 | 62,564,956 | 82.00 | 914,327.79 | 1.18 | 1.45 | ..... | 2,069.25 | 2.04 |
| Chicago, Milwaukee & St. Paul | 7,769,875 | 1,620,923,961 | 208.62 | 17,297,316.82 | 2.23 | 1.06 | .65 | 5,040.29 | 1.55 |
| Chicago & Northwestern | 11,084,841 | 1,777,150,803 | 160.00 | 18,918,181.93 | 1.62 | 1.01 | .57 | 4,226.54 | 1.40 |
| Chicago, Rock Island & Pacific | 4,656,261 | 903,097,760 | 194.00 | 8,773,828.38 | 1.88 | .97 | .65 | 4,743.82 | 1.54 |
| Chicago, St. Paul & Kansas City | 955,479 | 197,256,656 | 210.50 | 1,871,453.26 | 2.00 | .95 | .64 | 2,408.10 | 1.30 |
| Chicago, St. Paul, Minneapolis & Omaha | 2,235,862 | 389,490,027 | 165.00 | 4,375,512.56 | 1.86 | 1.12 | .64 | 3,149.37 | 1.66 |
| Centerville, Moravia & Albia | 8,548 | 169,900 | 20.00 | 5,841.25 | .70 | 3.4 | ..... | 224.67 | .99 |
| Clarinda & St. Louis | 9,100 | 148,254 | 16.29 | 3,278.96 | .36 | 2.21 | ..... | ..... | ..... |
| Dubuque & Sioux City | 737,300 | 94,499,823 | 128.00 | 1,212,539.06 | 1.64 | 1.28 | .87 | 2,022.40 | 1.15 |
| Humeston & Shenandoah | 102,202 | 7,715,887 | 75.4 | 102,589.74 | 1.00 | 1.13 | .95 | 1,071.56 | .83 |
| Iowa Northern | 60,256 | 231,896 | 3.5 | 9,958.40 | .15 | 4.88 | ..... | 1,075.95 | .99 |
| Keokuk & Western | 160,741 | 13,029,045 | 60.5 | 200,352.97 | 1.02 | 1.53 | ..... | 1,596.35 | 1.57 |
| Mason City & Fort Dodge | 71,727 | 2,543,640 | 35.00 | 50,690.12 | .78 | 2.20 | 1.68 | 610.11 | 1.32 |
| Minneapolis & St. Louis | 749,500 | 73,154,603 | 97.50 | 951,760.42 | 1.27 | 1.30 | .72 | 2,560.31 | 1.83 |
| Omaha & St. Louis | 387,033 | 43,471,575 | 109.47 | 324,610.83 | .83 | .76 | .54 | 2,248.71 | 1.13 |
| Ottumwa & Kirkville | 197,239 | 2,666,868 | 12.00 | 21,040.03 | .11 | .91 | ..... | 1,753.34 | 1.40 |
| Sioux City & Pacific | 450,220 | 17,961,098 | 40.00 | 266,654.63 | .59 | 1.48 | .87 | 2,483.85 | 2.21 |
| Union Pacific | 1,541,696 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Wabash Western | 2,687,366 | 456,868,628 | 171.00 | 3,708,854.12 | 1.40 | .82 | .54 | 3,701.79 | 1.36 |
| NARROW GAUGE ROADS. | | | | | | | | | |
| Burlington & Northwestern | ..... | ..... | ..... | 43,750.16 | ..... | ..... | ..... | 1,565.25 | ..... |
| Burlington & Western | ..... | ..... | ..... | 27,411.67 | ..... | ..... | ..... | 928.16 | ..... |
| Des Moines & Kansas City | 32,033 | 1,496,179 | 46.36 | 47,854.01 | 1.50 | 3.19 | ..... | 470.66 | ..... |
| St. Louis, Des Moines & Northern | 24,119 | 554,267 | 23.7 | 42,917.37 | 1.80 | 8.00 | ..... | 1,015.61 | 1.60 |
| Des Moines & Northwestern | 72,564 | 3,768,027 | 120.49 | 130,424.91 | 1.80 | 3.67 | 3.9 | 1,144.07 | 1.49 |
| Total | 36,645,038 | 5,928,878,522 | ..... | $ 61,504,266.30 | $ 1.68 | 1.03 | ..... | $ 2,436.26 | $ 1.25 |

TABLE No. XI—CONTINUED.

| RAILROADS. | PASSENGER AND FREIGHT. | | | | | | | TRAIN MILEAGE. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Passenger and freight earnings. | Passenger and freight earnings per mile of road. | Expense per mile of road. | Total earnings from operation of road, including mails, express, etc. | Number of passenger trains. | Number of freight trains. | Number of mixed trains. | Miles run by passenger trains. | Miles run by freight trains. | Miles run by mixed trains. | Total mileage trains earning revenue. |
| Burlington, Cedar Rapids & Northern | $ 2,719,992.35 | $ 2,991.34 | $ 1,845.56 | $ 2,745.40 | 5,524 | 6,897 | 4,276 | 1,022,023 | 2,045,408 | 170,300 | 2,537,791 |
| Central Iowa | 1,534,865.01 | 2,903.48 | 2,166.09 | 2,714.78 | 3,073 | 15,782 | | 200,541 | 973,873 | | 1,364,414 |
| Kansas City, St. Jo. & Council Bluffs | 1,401,341.98 | 4,713.15 | | 3,501.99 | 5,159 | 8,145 | | 610,208 | 447,357 | | 1,057,565 |
| Chicago, Milwaukee & St. Paul | 23,529,358.44 | 4,143.84 | 2,760.23 | 4,484.97 | 223,757 | 54,109 | | 7,132,101 | 10,780,603 | 676,914 | 18,609,618 |
| Chicago & Northwestern | 25,421,206.75 | 5,974.57 | 3,568.80 | 5,968.47 | 114,634 | 171,889 | 11,206 | 6,661,881 | 12,242,013 | 896,483 | 19,802,377 |
| Chicago, Rock Island & Pacific | 12,302,355.87 | 6,000.79 | 4,831.71 | 6,609.13 | 37,308 | 73,493 | | 3,857,431 | 6,570,971 | | 10,428,406 |
| Chicago, St. Paul, & Kansas City | 2,491,251.14 | 3,229.77 | 2,747.97 | 3,861.20 | 28,040 | 13,040 | | 1,252,741 | 1,457,400 | | 2,710,140 |
| Chicago, St. Paul, Minneapolis & Omaha | 6,659,393.90 | 4,361.38 | 2,932.53 | 4,564.06 | 20,292 | 29,666 | 10,008 | 1,757,823 | 2,301,817 | 335,804 | 4,395,454 |
| Centerville, Moravia & Albia | 10,746.16 | 413.31 | 400.88 | 482.02 | 575 | | 571 | 14,800 | | 14,800 | 29,740 |
| Clarinda & St. Louis | 5,536.06 | 257.49 | 257.49 | | | | | | | 26,392 | |
| Dubuque & Sioux City | 1,828,352.85 | 3,049.44 | 2,300.00 | 3,049.34 | | | | 700,496 | 1,032,335 | | 1,732,231 |
| Humeston & Shenandoah | 120,574.53 | 1,357.48 | 1,339.40 | 1,351.19 | 642 | 890 | | | 72,271 | 93,189 | 165,460 |
| Iowa Northern | 11,386.53 | 1,269.15 | 1,542.83 | 1,930.15 | | | 940 | | | 10,016 | 10,016 |
| Keokuk & Western | 277,558.89 | 1,879.21 | 1,602.82 | 1,991.73 | 1,248 | | 1,878 | 191,528 | | 145,853 | 337,381 |
| Mason City & Fort Dodge | 82,241.89 | 842.23 | 668.36 | 893.02 | 631 | | 1,348 | 44,508 | | 56,576 | 101,084 |
| Minneapolis & St. Louis | 1,265,001.92 | 3,321.93 | 2,506.24 | 3,513.38 | 14 | 20 | | 438,134 | 519,201 | | 957,335 |
| Omaha & St. Louis | 431,183.50 | 2,962.25 | 2,175.67 | 3,161.06 | | | | 111,050 | 286,570 | | 398,329 |
| Ottumwa & Kirkville | 24,179.48 | 1,327.98 | 2,014.06 | | | | 1,250 | | | 15,000 | 15,000 |
| Sioux City & Pacific | 555,633.92 | 5,172.53 | 3,168.39 | 5,212.95 | 3,430 | 2,047 | | 185,681 | 120,554 | | 306,235 |
| Union Pacific | | | | | | | | | | | |
| Wabash Western | 5,382,034.50 | 5,371.84 | 4,260.53 | 5,857.53 | | | | 2,155,080 | 2,765,055 | | 4,921,035 |
| NARROW GAUGE ROADS. | | | | | | | | | | | |
| Burlington & Northwestern | 60,219.85 | 1,977.82 | 1,125.50 | 1,977.82 | | | | | | | |
| Des Moines & Kansas City | 66,796.83 | 601.77 | 653.76 | 653.12 | | | | 44,682 | 69,982 | | 114,664 |
| St. Louis, Des Moines & Northern | 55,303.56 | 1,703.16 | | 1,366.05 | 626 | 626 | | 20,212 | 20,405 | | 52,617 |
| Des Moines & Northwestern | 168,196.97 | 1,475.41 | 1,622.50 | 1,581.21 | 2 | 2 | | 73,070 | 87,436 | | 160,506 |
| Total | $ 85,661,759.97 | $ 3,309.75 | $ 2,284.21 | $ 3,309.75 | 51,025 | 371,574 | 32,567 | 26,721,050 | 41,099,300 | 2,421,229 | 70,236,084 |



TABLE No. XI—CONTINUED.

| RAILROADS. | TRAIN MILEAGE—CONTINUED. | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Miles run by switching trains. | Miles run by construction and other trains. | Grand total train mileage. | Miles of loaded freight cars north or east. | Mileage of loaded freight cars south or west. | Mileage of empty freight cars north or east. | Mileage of empty freight cars south or west. | Average number of freight cars in train. | Average number of loaded cars in train. | Average number of empty cars in train. | Average number of miles freight in train. | Average number of tons of freight on each loaded car. |
| Burlington, Cedar Rapids & Northern | 360,475 | 37,415 | 2,870,681 | 9,051,579 | 8,259,756 | 2,954,475 | 3,454,197 | 15 | 15 | 10 | 195 | 13 |
| Central Iowa | 217,397 | 43,277 | 1,625,088 | 5,513,684 | 3,751,746 | 1,602,510 | 3,700,611 | 15 | 9 | 6 | 104 | 6 |
| Kansas City, St. Jo. & Council Bluffs | 379,054 | 125,730 | 1,561,180 | 3,184,125 | 3,184,125 | 1,160,104 | 1,160,104 | 19 | 14 | 5 | 143 | 16 |
| Chicago, Milwaukee & St. Paul | 4,324,192 | 769,853 | 23,714,453 | 87,515,888 | 86,072,105 | 31,950,712 | 35,055,532 | 21 | 15 | 6 | 143 | 9 |
| Chicago & Northwestern | 5,775,444 | 639,673 | 26,216,494 | 85,190,121 | 97,359,240 | 40,021,309 | 29,612,605 | 19 | 14 | 5 | 135 | 10 |
| Chicago, Rock Island & Pacific | 2,199,950 | 696,272 | 13,224,614 | 41,035,250 | 47,402,011 | 15,974,098 | 13,856,916 | 19 | 15 | 4 | 105 | 13 |
| Chicago, St. Paul & Kansas City | 597,097 | 103,790 | 3,381,030 | 10,593,651 | 10,490,102 | 2,979,438 | 2,926,473 | 19 | 13 | 4 | 177 | 13 |
| Chicago, St. Paul, Minneapolis & Omaha | 1,108,080 | 209,994 | 5,775,528 | 19,479,782 | 22,190,924 | 8,422,962 | 3,374,299 | 19 | 15 | 4 | 148 | 10 |
| Centerville, Moravia & Albia | | 504 | 30,304 | 18,022 | 12,415 | 4,752 | 7,129 | | | | | |
| Clarinda & St. Louis | | | 26,392 | 6,154 | 4,161 | 2,000 | 4,000 | | | | | |
| Dubuque & Sioux City | 289,549 | 71,310 | 2,193,390 | 6,816,454 | 5,913,324 | 1,937,547 | 2,468,414 | 16 | 12 | 4 | 96 | 8 |
| Humeston & Shenandoah | 10 486 | 4,484 | 180,439 | 141,486 | 461,293 | 354,293 | 57,375 | 11 | 7 | 4 | 115 | 18 |
| Iowa Northern | | | 10,016 | | 15,450 | 15,450 | | 7 | 7 | 4 | 105 | 15 |
| Keokuk & Western | 85,722 | 11,180 | 434,289 | 553,060 | 789,020 | 313,425 | 389,950 | 13 | 9 | 4 | 104 | 11 |
| Mason City & Ft. Dodge | | | 101,084 | 122,407 | 58,014 | 19,000 | 81,543 | 9 | 5 | 4 | 60 | 14 |
| Minneapolis & St. Louis | | 17,845 | 975,178 | 3,457,289 | 3,099,093 | 1,074,145 | 1,535,130 | 22 | 13 | 9 | 126 | 12 |
| Omaha & St. Louis | 89,658 | 2,352 | 490,339 | 1,942,786 | 1,199,915 | 560,098 | 1,177,441 | 18 | 12 | 6 | 148 | 13 |
| Ottumwa & Kirkville | | | 15,000 | | | | | 19 | 10 | 10 | 156 | 16 |
| Sioux City & Pacific | 131,349 | 7,106 | 444,690 | 841,077 | 626,219 | 250,049 | 522,829 | 19 | 12 | 6 | 149 | 13 |
| Union Pacific | | | | 100,979 | 100,700 | | | | | | | |
| Wabash Western | 1,625,004 | 82,044 | 6,638,173 | 20,320,653 | 20,320,653 | 9,635,265 | 9,635,265 | 22 | 15 | 7 | 106 | 11 |
| NARROW GAUGE ROADS. | | | | | | | | | | | | |
| Burlington & Northwestern | | | | | | | | | | | | |
| Des Moines & Kansas City | | 954 | 115,618 | 158,400 | 141,315 | 43,791 | 50,000 | 6 | 4 | | 23 | 8 |
| St. Louis, Des Moines & Northern | | | 52,617 | 48,955 | 51,853 | 17,501 | 11,708 | 6 | 4 | | 28 | 8 |
| Des Moines & Northwestern | | 16,275 | 176,781 | 378,363 | 346,885 | 142,914 | 171,226 | 18 | 15 | | 100 | 10 |
| Total | 16,565,947 | 2,850,064 | 89,988,338 | 294,551,963 | 311,635,237 | 119,198,132 | 106,993,033 | | | | | |

## TABLE No. XII.

### GENERAL TONNAGE CLASSIFIED.

| RAILROADS. | Grain. | Flour. | Other mill products. | Hay. | Fruit and vegetables. | Live stock. | Dressed meats. | Other packing-house products. | Poultry, game and fish. | Wool. | Hides and leather. | Anthracite coal. | Bituminous coal. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Burlington, Cedar Rapids & Northern | 210,136 | 64,965 | 24,114 | 71,950 | 16,288 | 91,864 | ..... | 19,674 | ..... | ..... | ..... | ..... | 202,648 |
| Central of Iowa | 127,502 | 9,611 | 1,000 | 12,607 | 14,496 | 47,432 | 419 | 4,146 | 280 | 66 | 340 | 12,770 | 497,061 |
| Chicago & Northwestern | 1,358,439 | 126,158 | 58,144 | 110,986 | 172,070 | 441,732 | 11,541 | 77,130 | 9,886 | 6,469 | 21,073 | 300,784 | 1,008,894 |
| Chicago, Rock Island & Pacific | 839,278 | 80,614 | 45,011 | 83,108 | 74,037 | 345,961 | ..... | 30,526 | ..... | 7,207 | 3,402 | 128,345 | 605,588 |
| Chicago, St. Paul, Minneapolis & Omaha | 350,834 | 129,002 | 101,957 | 42,926 | 31,809 | 105,258 | 8,482 | 8,541 | 2,484 | 550 | 3,271 | 111,116 | 220,741 |
| Crooked Creek | 935 | 70 | ..... | 109 | ..... | 20 | ..... | ..... | ..... | ..... | 10 | ..... | 42,830 |
| Centerville, Moravia & Albia | 275 | 243 | ..... | 120 | ..... | 136 | ..... | ..... | ..... | ..... | ..... | ..... | 3,044 |
| Clarinda & St. Louis | 5,106 | 47 | ..... | 160 | 561 | 784 | ..... | ..... | ..... | ..... | ..... | ..... | 206 |
| Dubuque & Sioux City | 130,543 | 7,788 | 4,534 | 15,530 | 10,674 | 74,886 | ..... | 20,948 | 726 | 128 | 1,771 | 22,587 | 89,470 |
| Humeston & Shenandoah | 10,568 | 719 | ..... | 497 | 72 | 9,035 | 774 | 33 | ..... | ..... | ..... | ..... | 68,183 |
| Iowa Northern | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 60,256 |
| Keokuk & Western | 6,419 | 1,974 | ..... | 5,470 | ..... | 8,470 | 1,558 | ..... | ..... | ..... | ..... | ..... | 82,584 |
| Mason City & Ft. Dodge | 7,055 | 617 | ..... | 3,340 | 287 | 1,489 | ..... | ..... | ..... | ..... | 71 | 517 | 49,582 |
| Minneapolis & St. Louis | 147,968 | 71,953 | ..... | ..... | 40,894 | 16,366 | ..... | ..... | 8,053 | ..... | ..... | ..... | 84,381 |
| Omaha & St. Louis | 109,756 | 1,229 | ..... | 871 | 3,837 | 22,518 | ..... | 6,380 | 251 | ..... | ..... | 18,386 | 119,441 |
| Ottumwa & Kirkville | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 195,536 |
| Sioux City & Pacific | 73,804 | 3,236 | 646 | 2,087 | 9,571 | 37,353 | 81 | 16,436 | 31 | 21 | 561 | 11,076 | 164,390 |
| Wabash Western | 534,445 | 50,815 | 33,068 | 30,481 | 16,614 | 136,559 | 166,315 | 80,877 | ..... | 2,679 | ..... | 22,181 | 431,739 |
| NARROW GAUGE ROADS. | | | | | | | | | | | | | |
| Des Moines & Kansas City | 10,447 | 672 | ..... | 1,153 | ..... | 4,709 | ..... | ..... | ..... | ..... | ..... | ..... | 3,327 |
| St. Louis Des Moines & Northern | 7,567 | 1,085 | ..... | 200 | ..... | 3,080 | ..... | ..... | ..... | ..... | ..... | 195 | 960 |
| Des Moines & Northwestern | 28,359 | 748 | ..... | 7,095 | ..... | 8,043 | ..... | ..... | 524 | ..... | ..... | ..... | 11,619 |
| Total | 3,962,506 | 550,242 | 269,344 | 389,464 | 390,216 | 1,355,625 | 188,970 | 269,691 | 22,235 | 17,060 | 30,549 | 637,957 | 4,107,510 |



## TABLE No. XII—Continued.

| RAILROADS. | Stone, sand and other like articles. | Lumber. | Petroleum and other oils. | Sugar. | Iron. | Cement, brick and lime. | Agricultural implements. | Wagons, carriages, tools, etc. | Wines, liquors and beers. | Household goods and furniture. | Merchandise. | Miscellaneous; other commodities not enumerated above. | Total freight tonnage. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Burlington, Cedar Rapids & Northern | 29,964 | 131,625 | ..... | ..... | 21,565 | 30,034 | 12,509 | 2,941 | ..... | 9,940 | 62,759 | 90,615 | 1,125,561 |
| Central of Iowa | 8,481 | 50,502 | 2,903 | 992 | 7,055 | 5,425 | 4,256 | 1,181 | 4,240 | 3,025 | 25,723 | 45,032 | 880,486 |
| Chicago & Northwestern | 3,578,471 | 1,253,204 | 101,277 | 16,927 | 230,907 | 180,009 | 66,830 | 25,170 | 114,230 | 76,891 | 760,800 | 870,128 | 11,085,141 |
| Chicago, Rock Island & Pacific | 642,808 | 431,250 | 97,249 | 53,522 | 220,867 | 180,542 | 98,286 | 19,268 | 77,234 | 54,619 | 622,860 | 16,259 | 4,036,261 |
| Chicago, St. Paul, Minneapolis & Omaha | 188,425 | 586,893 | 16,244 | 5,897 | 49,041 | 28,745 | 9,763 | 4,811 | 11,161 | 14,276 | 180,656 | 120,395 | 2,567,350 |
| Crooked Creek | ..... | 542 | 19 | ..... | 53 | 2,350 | ..... | ..... | ..... | 50 | 597 | 39 | 47,402 |
| Centerville, Moravia & Albia | ..... | 3,388 | 25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1,117 | ..... | 8,349 |
| Clarinda & St. Louis | ..... | 1,506 | ..... | ..... | 176 | ..... | 27 | ..... | ..... | ..... | 743 | ..... | 9,150 |
| Dubuque & Sioux City | 22,946 | 79,673 | 6,971 | 4,518 | 5,019 | 12,236 | 4,477 | 1,298 | 1,432 | 4,272 | 42,970 | 173,740 | 716,606 |
| Humeston & Shenandoah | 1,740 | 4,007 | 242 | ..... | ..... | 884 | 172 | ..... | ..... | ..... | 3,211 | 1,515 | 101,932 |
| Iowa Northern | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 60,256 |
| Keokuk & Western | ..... | 22,170 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 28,366 | ..... | 157,044 |
| Mason City & Ft. Dodge | 947 | 4,109 | 56 | ..... | 374 | 893 | ..... | ..... | ..... | ..... | 1,079 | 709 | 71,757 |
| Minneapolis & St. Louis | 81,329 | 161,092 | 2,008 | 3,651 | 24,302 | 25,734 | 33,478 | 5 | ..... | ..... | ..... | 58,470 | 749,509 |
| Omaha & St. Louis | 7,038 | 36,575 | 1,712 | 1,037 | 12,567 | 5,805 | 916 | 1,347 | 3,882 | ..... | 38,298 | ..... | 385,932 |
| Ottumwa & Kirkville | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1,693 | 197,230 |
| Sioux City & Pacific | 10,702 | 57,863 | 2,022 | 1,244 | 3,650 | 11,802 | 1,085 | 386 | 1,564 | 3,619 | 22,256 | 12,774 | 490,230 |
| Wabash Western | 20,047 | 358,296 | 12,200 | ..... | 27,429 | 22,769 | 4,485 | ..... | ..... | 8,986 | 273,188 | 443,275 | 2,687,393 |
| NARROW GAUGE ROADS. | | | | | | | | | | | | | |
| Des Moines & Kansas City | ..... | 9,728 | 186 | ..... | 20 | 190 | ..... | ..... | ..... | ..... | 4,902 | 716 | 30,053 |
| St. Louis, Des Moines & Northern | ..... | 342 | 100 | 2,713 | ..... | ..... | 100 | ..... | ..... | ..... | 7,838 | ..... | 24,130 |
| Des Moines & Northwestern | 515 | 6,100 | 138 | ..... | 1,069 | 838 | 842 | ..... | ..... | ..... | 6,754 | ..... | 72,564 |
| Total | 4,573,262 | 3,168,879 | 244,532 | 99,361 | 993,578 | 517,625 | 157,106 | 56,425 | 166,743 | 146,580 | 2,097,904 | 1,839,209 | 25,915,464 |

## TABLE No. XIII.

### IOWA TONNAGE CLASSIFIED.

| RAILROADS. | Grain. | Flour. | Other mill products. | Hay. | Fruit and vegetables. | Live stock. | Dressed meats. | Other packing-house products. | Poultry, game and fish. | Wool. | Hides and leather. | Anthracite coal. | Bituminous coal. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Burlington, Cedar Rapids & Northern | 212,668 | 63,635 | 14,084 | 62,304 | 48,089 | 91,713 | 19,674 | ..... | ..... | ..... | ..... | ..... | 202,648 |
| Central Iowa | 127,502 | 9,611 | 1,000 | 12,697 | 13,496 | 47,432 | 419 | 4,146 | 280 | 66 | 340 | 12,770 | 497,061 |
| Chicago, Milwaukee & St. Paul | 332,177 | 18,129 | ..... | 66,942 | 46,504 | 169,650 | ..... | 75,618 | 1,802 | ..... | ..... | 1,802 | 116,341 |
| Chicago & Northwestern | 540,274 | 8,862 | 2,704 | 44,615 | 21,029 | 187,329 | 564 | 30,646 | 2,705 | 1,580 | 3,403 | 3,611 | 429,033 |
| Chicago, Rock Island & Pacific | 549,765 | 64,061 | 23,761 | 67,098 | 61,296 | 244,933 | ..... | 32,923 | ..... | 6,829 | 11,748 | 70,502 | 537,143 |
| Chicago, St. Paul & Kansas City | 60,908 | 53,028 | 12,941 | 51,115 | 19,447 | 55,823 | 2,001 | 11,337 | 1,955 | 240 | 2,351 | 2,774 | 103,371 |
| Chicago, St. Paul, Minneapolis & Omaha | 26,564 | 1,677 | 18,830 | 378 | 1,042 | 12,976 | 178 | 4,523 | 21 | 36 | 300 | 104 | 418 |
| Crooked Creek | 935 | 70 | ..... | 165 | ..... | 20 | ..... | ..... | ..... | ..... | 10 | ..... | 42,820 |
| Centerville, Moravia & Albia | 275 | 243 | ..... | 120 | ..... | 136 | ..... | ..... | ..... | ..... | ..... | ..... | 2,044 |
| Clarinda & St. Louis | 5,812 | 47 | ..... | 169 | 561 | 579 | ..... | ..... | ..... | ..... | ..... | ..... | 131 |
| Dubuque & Sioux City | 130,543 | 7,788 | 4,534 | 15,530 | 10,190 | 74,886 | ..... | 20,948 | 726 | 128 | 1,771 | 22,587 | 89,470 |
| Humeston & Shenandoah | 10,568 | 719 | ..... | 497 | 772 | 9,035 | 774 | ..... | ..... | ..... | 33 | ..... | 68,183 |
| Iowa Northern | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 66,256 |
| Keokuk & Western | 6,419 | 1,974 | ..... | 5,470 | ..... | 8,470 | 1,558 | ..... | ..... | ..... | ..... | ..... | 82,584 |
| Mason City & Ft. Dodge | 7,055 | 617 | ..... | 3,401 | 226 | 1,489 | ..... | ..... | ..... | ..... | 71 | 517 | 49,582 |
| Minneapolis & St. Louis | 8,878 | 3,597 | ..... | ..... | 3,081 | 4,880 | ..... | ..... | 684 | ..... | ..... | ..... | 48,628 |
| Omaha & St. Louis | 91,183 | 559 | ..... | 871 | 2,022 | 15,179 | ..... | 6,380 | ..... | ..... | ..... | 17,786 | 115,833 |
| Ottumwa & Kirkville | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 105,030 |
| Sioux City & Pacific | 70,310 | 3,073 | 505 | 3,167 | 9,106 | 35,917 | 1,280 | 15,110 | 32 | 21 | 552 | 10,720 | 163,631 |
| NARROW GAUGE ROADS. | | | | | | | | | | | | | |
| Des Moines & Kansas City | 2,025 | 638 | ..... | 1,095 | ..... | 4,474 | ..... | ..... | ..... | ..... | ..... | ..... | 3,100 |
| St. Louis, Des Moines & Northern | 7,567 | 1,085 | ..... | 200 | ..... | 3,080 | ..... | ..... | ..... | ..... | ..... | 195 | 900 |
| Des Moines & Northwestern | 28,350 | 748 | ..... | 7,005 | ..... | 8,043 | 524 | ..... | ..... | ..... | ..... | ..... | 11,619 |
| Total | 2,227,687 | 240,161 | 78,359 | 342,518 | 240,461 | 976,053 | 26,978 | 201,631 | 8,305 | 8,909 | 20,585 | 143,477 | 2,817,202 |



## TABLE No. XIII—CONTINUED.

| RAILROADS. | Stone, sand and other like articles. | Lumber. | Petroleum and other oils. | Sugar. | Iron. | Cement, brick and lime. | Agricultural implements. | Wagons, carriages, tools, etc. | Wines, liquors and beers. | Household goods and furniture. | Merchandise. | Miscellaneous, other articles not mentioned above. | Total freight tonnage. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Burlington, Cedar Rapids & Northern | 20,310 | 134,028 | ..... | ..... | 21,255 | 22,700 | 12,570 | ..... | ..... | 10,621 | 93,830 | 89,679 | 1,119,076 |
| Central Iowa | 8,481 | 50,303 | 2,003 | 952 | 7,955 | 5,425 | 4,026 | 1,181 | 4,940 | 5,955 | 25,723 | 45,092 | 880,086 |
| Chicago, Milwaukee & St. Paul | 75,029 | 82,618 | ..... | ..... | 3,772 | 15,907 | 13,406 | ..... | ..... | ..... | 150,005 | 161,021 | 1,204,195 |
| Chicago & Northwestern | 27,054 | 155,382 | 4,000 | 876 | 7,926 | 17,018 | 5,927 | 2,294 | 1,031 | 18,945 | 70,572 | 33,810 | 1,620,110 |
| Chicago, Rock Island & Pacific | 75,085 | 305,019 | 25,087 | 20,630 | 124,334 | 53,507 | 21,925 | 11,687 | 5,980 | 18,981 | 402,666 | 12,214 | 2,726,264 |
| Chicago, Kansas City & St. Paul | 4,641 | 85,071 | 3,676 | 8,853 | 17,714 | 6,172 | 3,072 | 1,501 | 3,526 | 3,157 | 76,898 | 30,720 | 624,854 |
| Chicago, St. Paul, Minneapolis & Omaha | 5,784 | 534 | 3,578 | 26 | 283 | 177 | 26 | 70 | 1,801 | ..... | 13,184 | 4,956 | 97,442 |
| Crooked Creek | ..... | 542 | 10 | 14 | 53 | 2,100 | ..... | ..... | ..... | 50 | 293 | 30 | 47,492 |
| Centerville, Moravia & Albia | ..... | 3,388 | 23 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1,117 | ..... | 8,548 |
| Clarinda & St. Louis | ..... | 676 | ..... | ..... | ..... | 176 | ..... | 12 | ..... | ..... | 653 | ..... | 9,016 |
| Dubuque & Sioux City | 32,946 | 75,673 | 6,971 | 4,518 | 5,919 | 12,596 | 4,477 | 1,298 | 1,432 | 4,272 | 12,979 | 173,740 | 715,522 |
| Humeston & Shenandoah | 1,740 | 4,007 | 342 | ..... | ..... | 834 | 172 | ..... | ..... | ..... | 3,211 | 1,505 | 107,202 |
| Iowa Northern | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 66,256 |
| Keokuk & Western | ..... | 22,176 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 28,393 | ..... | 127,044 |
| Mason City & Ft. Dodge | 947 | 4,106 | 66 | ..... | 574 | 893 | ..... | ..... | 5 | ..... | 1,676 | 700 | 71,727 |
| Minneapolis & St. Louis | 1,239 | 26,082 | 30 | 306 | 245 | 11,590 | ..... | 1,174 | ..... | ..... | 8,186 | ..... | 123,871 |
| Omaha & St. Louis | 1,038 | 20,949 | 1,284 | ..... | 12,189 | 3,560 | 760 | 1,207 | ..... | ..... | 33,924 | 4,582 | 335,036 |
| Ottumwa & Kirkville | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1,693 | 197,239 |
| Sioux City & Pacific | 10,729 | 57,379 | 2,919 | 1,217 | 3,573 | 11,583 | 1,003 | 371 | 1,554 | 3,365 | 30,228 | 12,418 | 439,886 |
| NARROW GAUGE ROADS. | | | | | | | | | | | | | |
| Des Moines & Kansas City | ..... | 3,542 | 117 | ..... | 19 | 183 | ..... | ..... | ..... | ..... | 4,057 | 680 | 28,550 |
| St. Louis, Des Moines & Northern | ..... | 342 | 160 | 2,713 | ..... | ..... | 100 | ..... | ..... | ..... | 7,836 | ..... | 24,120 |
| Des Moines & Northwestern | 515 | 6,100 | 138 | ..... | 1,009 | 838 | 842 | ..... | ..... | ..... | 6,754 | ..... | 73,564 |
| Total | 266,508 | 1,057,387 | 54,879 | 40,155 | 246,570 | 165,439 | 68,645 | 20,975 | 19,589 | 63,324 | 932,924 | 572,369 | 10,819,389 |

# TABLE No. XIV.

## EQUIPMENT.

| RAILROADS. | LOCOMOTIVES. | | | | | PASSENGER CARS. | | | | | | | CARS IN FREIGHT SERVICE. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Passenger. | Freight. | Switching. | Total. | Equipped with train brake. | Passenger. | Combination and emigrant. | Parlor, dining and sleeping. | Baggage, express and postal. | Other cars. | Total. | Equipped with train brake. | With automatic coupler. | Box. | Flat. | Stock. | Coal. | Refrigerators. | Others. | Total. | Equipped with train brake. | With automatic coupler. |
| Burlington, Cedar Rapids & N. | 31 | 64 | 10 | 105 | 31 | 31 | 15 | 4 | 15 | 2 | 67 | 67 | 67 | 2,864 | 881 | 169 | 333 | 20 | 7 | 3,774 | 3 | ... |
| Central Iowa | 10 | 34 | 5 | 49 | 19 | 18 | 11 | ... | 3 | ... | 32 | ... | ... | 567 | ... | 50 | 832 | ... | ... | 1,460 | ... | ... |
| Chicago, Burlington & Quincy | ... | ... | ... | 707 | ... | ... | ... | ... | ... | ... | 510 | ... | ... | ... | ... | ... | ... | ... | ... | 25,720 | ... | ... |
| Kansas City, St. Jo & Council B. | 13 | 20 | 10 | 43 | 29 | 22 | 4 | 2 | 12 | ... | 40 | 40 | 40 | 711 | 75 | 96 | 68 | 1 | 8 | 959 | ... | ... |
| Chicago, Milwaukee & St. Paul | 253 | 449 | 83 | 785 | 305 | 351 | ... | 18 | 24 | 4 | 623 | 616 | 616 | 14,397 | 4,269 | 2,527 | ... | 445 | ... | 21,638 | 247 | 40 |
| Chicago & Northwestern | 175 | 471 | 140 | 786 | 529 | 330 | 40 | 20 | 130 | 56 | 574 | 574 | 572 | 13,015 | 2,197 | 1,914 | 1,950 | 140 | 4,515 | 24,631 | 260 | 13 |
| Chicago, Rock Island & Pacific | 120 | 269 | 116 | 324 | 467 | 100 | 12 | 43 | 51 | 3 | 238 | 213 | 213 | 4,085 | 1,318 | 1,143 | 312 | 70 | ... | 6,928 | 501 | 401 |
| Chicago, St. Paul & Kansas City | 27 | 51 | 4 | 82 | 80 | 29 | ... | 6 | 21 | 12 | 68 | 68 | 68 | 1,558 | 362 | 469 | 215 | 9 | 5 | 2,618 | ... | ... |
| Chicago, St. Paul, M. & Omaha | 53 | 159 | 24 | 235 | 164 | 98 | ... | 6 | 51 | 2 | 157 | 157 | 157 | 4,982 | 1,223 | 410 | 934 | 35 | 292 | 7,576 | ... | 3 |
| Crooked Creek | ... | 2 | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 16 | ... | ... | 16 | ... | ... |
| Dubuque & Sioux City | 15 | 34 | 6 | 55 | 15 | 28 | ... | ... | 17 | ... | 45 | 45 | 45 | 132 | 24 | 24 | 14 | ... | 5 | 199 | ... | ... |
| Humeston & Shenandoah | 5 | 13 | ... | 18 | 7 | 2 | ... | ... | 2 | ... | 4 | ... | ... | 12 | 20 | 16 | 20 | ... | ... | 68 | ... | ... |
| Keokuk & Western | 4 | 8 | 1 | 13 | 13 | 2 | ... | ... | 2 | ... | 9 | 9 | 9 | 529 | 6 | 157 | 250 | ... | ... | 942 | ... | ... |
| Mason City & Fort Dodge | 1 | 3 | 1 | 5 | 1 | 2 | ... | ... | ... | ... | 4 | 4 | 4 | 25 | ... | 20 | 80 | ... | ... | 125 | ... | ... |
| Minneapolis & St. Louis | 18 | 38 | 12 | 68 | 24 | 18 | ... | ... | 4 | 1 | 30 | 30 | 30 | 260 | 667 | 56 | 1,057 | ... | ... | 1,980 | ... | ... |
| Omaha & St. Louis | 3 | 10 | 2 | 15 | 15 | 11 | 1 | ... | 5 | 4 | 21 | ... | ... | 395 | ... | 94 | 145 | ... | ... | 632 | ... | ... |
| Ottumwa & Kirkville | ... | 1 | ... | ... | ... | 1 | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Sioux City & Pacific | 5 | 6 | 1 | 12 | 5 | 8 | ... | ... | 5 | 1 | 14 | 14 | 14 | 90 | 46 | 20 | ... | ... | ... | 156 | ... | ... |
| Wabash Western | 51 | 96 | 34 | 181 | 67 | 51 | 14 | 10 | 36 | 4 | 115 | 115 | 115 | 3,779 | 773 | 1,022 | ... | ... | ... | 5,575 | ... | ... |
| NARROW GAUGE ROADS. | | | | | | | | | | | | | | | | | | | | | | |
| Burlington & Northwestern | ... | 4 | ... | 4 | 2 | 3 | 3 | ... | 1 | ... | 7 | ... | ... | 84 | 25 | 7 | ... | ... | ... | 116 | ... | ... |
| Burlington & Western | ... | 3 | ... | 3 | 3 | ... | 2 | ... | 2 | ... | 4 | 2 | 2 | 70 | 30 | ... | ... | ... | ... | 120 | ... | ... |
| Des Moines & Kansas City | ... | 8 | ... | 8 | 3 | 3 | 3 | ... | ... | ... | 6 | 3 | ... | 75 | 55 | 16 | 16 | 1 | ... | 163 | ... | ... |
| St. Louis, Des Moines & Northern | 1 | 2 | ... | 3 | 1 | 2 | ... | ... | 1 | 7 | 11 | 3 | ... | 35 | ... | 51 | ... | ... | 8 | 94 | ... | ... |
| Des Moines & Northwestern | 3 | 7 | 3 | 13 | 3 | 4 | ... | ... | 4 | ... | 8 | 8 | ... | 288 | ... | 24 | 52 | 101 | ... | 475 | ... | ... |
| Total | 807 | 1,752 | 492 | 3,716 | 1,781 | 1,127 | 133 | 119 | 665 | 72 | 2,578 | 2,000 | 1,950 | 48,803 | 10,722 | 8,013 | 7,421 | 721 | 4,552 | 105,079 | 1,011 | 457 |



# TABLE No. XIV—CONTINUED.

| RAILROADS. | CARS IN COMPANY'S SERVICE. | | | | | | Total owned. | CARS LEASED | | | | Grand total. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Gravel. | Derrick. | Caboose. | Others. | Total. | Cars contributed to fast freight service. | | Passenger. | Freight. | Equipped with train brake. | With automatic coupler. | |
| Burlington, Cedar Rapids & Northern | 17 | 9 | 54 | 33 | 109 | ... | 3,950 | ... | ... | ... | ... | 3,950 |
| Central Iowa | ... | 2 | 15 | 14 | 31 | ... | 1,522 | ... | 40 | ... | ... | 1,581 |
| Chicago, Burlington & Quincy | ... | ... | ... | ... | 363 | ... | 26,602 | ... | ... | ... | ... | 26,602 |
| Kansas City, St. Jo & Council Bluffs | ... | ... | 18 | 30 | 50 | ... | 1,049 | ... | ... | ... | ... | 1,049 |
| Chicago, Milwaukee & St. Paul | ... | 19 | 464 | 30 | 827 | 837 | 25,025 | 45 | ... | ... | ... | 25,070 |
| Chicago & Northwestern | ... | 59 | 451 | 157 | 867 | 480 | 28,292 | ... | ... | ... | ... | 28,292 |
| Chicago, Rock Island & Pacific | ... | 2 | 177 | 113 | 292 | 612 | 8,000 | ... | 5,800 | 1,194 | 1,224 | 13,020 |
| Chicago, St. Paul & Kansas City | ... | 2 | 56 | 16 | 75 | ... | 2,701 | ... | 1,045 | 5 | 5 | 3,088 |
| Chicago, St. Paul & Minneapolis & Omaha | ... | 4 | 108 | 21 | 133 | 470 | 8,571 | ... | ... | ... | ... | 8,571 |
| Crooked Creek | ... | ... | 1 | ... | 1 | ... | 17 | ... | ... | ... | ... | 17 |
| Dubuque & Sioux City | ... | ... | 7 | 1 | 8 | ... | 251 | ... | ... | ... | ... | 251 |
| Humeston & Shenandoah | ... | ... | 8 | ... | 8 | ... | 80 | ... | ... | ... | ... | 80 |
| Keokuk & Western | ... | ... | 8 | 4 | 12 | ... | 972 | ... | ... | ... | ... | 972 |
| Mason City & Fort Dodge | ... | ... | 1 | ... | 1 | ... | 130 | ... | ... | ... | ... | 130 |
| Minneapolis & St. Louis | ... | 1 | 37 | 7 | 45 | ... | 2,050 | ... | ... | ... | ... | 2,050 |
| Omaha & St. Louis | ... | ... | 10 | ... | 10 | ... | 678 | ... | ... | ... | ... | 678 |
| Ottumwa & Kirkville | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | 1 |
| Sioux City & Pacific | ... | ... | 12 | 3 | 15 | ... | 185 | ... | ... | ... | ... | 185 |
| Wabash Western | ... | 7 | 99 | 73 | 179 | ... | 2,734 | ... | 3,135 | ... | ... | 5,869 |
| NARROW GUAGE ROADS. | | | | | | | | | | | | |
| Burlington & Northwestern | ... | ... | ... | ... | ... | ... | 127 | ... | ... | ... | ... | 127 |
| Burlington & Western | ... | ... | ... | ... | ... | ... | 124 | ... | ... | ... | ... | 124 |
| Des Moines & Kansas City | ... | ... | ... | ... | ... | ... | 163 | ... | ... | ... | ... | 163 |
| St. Louis, Des Moines & Northern | ... | ... | ... | ... | ... | ... | 155 | ... | ... | ... | ... | 155 |
| Des Moines & Northwestern | ... | ... | ... | 1 | 1 | ... | 50 | ... | 426 | ... | ... | 476 |
| Total | 17 | 65 | 1,526 | 495 | 2,466 | 2,399 | 110,114 | 45 | 10,515 | 1,199 | 1,229 | 120,757 |

# TABLE No. XV.

## MILEAGE.

| NAME OF RAILROAD. | Lines owned. | Lines operated. | Total lines operated. | Lines operated in Iowa. | Double track. | Sidings. | Steel rails. | Iron rails. | Gauge—feet. |
|---|---|---|---|---|---|---|---|---|---|
| Bur. Cedar Rapids & N. | 402.08 | 644.32 | 1,046.40 | 879.83 | .... | .... | .... | .... | 4-8½ |
| Burlington & Missouri Riv'r | 3.86 | 5.80 | 9.66 | 9.66 | .... | 3.00 | 3.86 | .... | 4-8½ |
| Central Iowa | 361.74 | 150.98 | 512.72 | 419.12 | .... | .... | .... | .... | 4-8½ |
| Chicago, Bur. & Quincy | .... | .... | 4,819.05 | 708.59 | .... | .... | .... | .... | 4-8½ |
| Chicago, Bur. & Kansas C. | .... | .... | .... | 77.56 | .... | .... | .... | .... | 4-8½ |
| Kansas City, St. Joseph & Council Bluffs | 371.69 | 3.42 | 375.11 | 51.82 | .... | .... | 15.18 | .67 | 4-8½ |
| St. Louis, Keokuk & Northwestern | .... | .... | .... | 51.08 | .... | .... | .... | .... | .... |
| Chicago, Iowa & Dakota | 26.50 | 26.50 | 26.50 | 26.50 | .... | 2.50 | 26.50 | .... | 4-8½ |
| Chicago, Milwaukee & St. P. | 5,669.47 | 8.08 | 5,677.55 | 1,574.02 | 1.70 | .... | 1,144.94 | 4.00 | 4-8½ |
| Chicago & Northwestern | 2,667.73 | 1,578.20 | 4,254.93 | 1,165.12 | .... | .... | 1,130.26 | 112.86 | 4-8½ |
| Chicago, Rock Island & Pac | 1,185.80 | 2,070.76 | 3,257.10 | 1,066.50 | 4.00 | .... | 883.55 | 213.35 | 4-8½ |
| Chicago, St. Paul & K. C. | 811.76 | 37.82 | 849.58 | 445.63 | .... | .... | 418.75 | 28.80 | 4-8½ |
| Chicago, St. Paul, Minneapolis & Omaha | 1,316.52 | 78.81 | 1,395.33 | 74.55 | .... | .... | 56.16 | 18.28 | 4-8½ |
| Crooked Creek | 9.76 | 13.50 | 23.26 | 23.26 | .... | 1.00 | .... | 23.30 | 4-8½ |
| Centerville, Moravia & A. | 24.50 | 24.50 | 24.50 | 24.50 | .... | .... | .... | .... | 4-8½ |
| Clarinda & St. Louis | 21.50 | .... | 21.50 | 11.50 | .... | 1.00 | .... | 21.50 | 4-8½ |
| Chicago, Santa Fe & Cal. | .... | .... | .... | 19.76 | .... | 13.30 | 19.76 | .... | 4-8½ |
| Davenport, Iowa & Dakota | 30.00 | .... | 30.00 | 30.00 | .... | .... | .... | .... | 4-8½ |
| Dubuque & Sioux City | 336.58 | 273.01 | 609.59 | 575.24 | .... | .... | 493.80 | 79.44 | 4-8½ |
| Humeston & Shenandoah | 95.45 | .... | 95.45 | 95.45 | .... | 8.50 | 5.79 | 88.66 | 4-8½ |
| Iowa Northern | 5.93 | 5.93 | 5.93 | 5.93 | .... | .50 | 1.00 | 4.93 | 4-8½ |
| Keokuk & Western | 142.79 | 5.00 | 147.79 | 72.12 | .... | 8.44 | .... | .... | 4-8½ |
| Mason City & Fort Dodge | 88.40 | 3.60 | 92.00 | 92.00 | .... | 6.16 | .... | .... | 4-8½ |
| Minneapolis & St. Louis | 261.40 | .... | .... | .... | .... | .... | .... | .... | .... |
| Branches | 93.30 | .... | .... | .... | .... | .... | .... | .... | .... |
| Trackage Rights | .... | 12.10 | 366.70 | 141.40 | .... | .... | 59.30 | 82.10 | 4-8½ |
| Omaha & St. Louis | 145.00 | .... | 145.00 | 67.00 | .... | 11.40 | 67.00 | .... | 4-8½ |
| Ottumwa & Kirksville | 3.33 | .... | .... | .... | .... | .... | .... | .... | .... |
| Trackage Rights | .... | 8.33 | 11.66 | 3.33 | .... | .... | .... | 3.33 | 4-8½ |
| Prairie du Chien & McG | 2.00 | .... | 2.00 | .50 | .... | .... | .50 | .... | 4-8½ |
| Sioux City & Pacific | 107.42 | .... | 107.42 | 80.47 | .... | .... | 62.49 | 17.98 | 4-8½ |
| Union Pacific | 4.12 | .... | 4.12 | 4.12 | 2.34 | 25.15 | 4.12 | .... | 4-8½ |
| Wabash Western | 417.10 | .... | .... | .... | .... | .... | .... | .... | .... |
| Branch | 15.00 | .... | .... | .... | .... | .... | .... | .... | .... |
| Operated under Lease | .... | 194.50 | .... | .... | .... | .... | .... | .... | .... |
| Operated under Contract | .... | 206.90 | .... | .... | .... | .... | .... | .... | .... |
| Operated under Tr. Rights | .... | 108.40 | 1,001.90 | 110.30 | .... | .... | 110.30 | .... | 4-8½ |
| NARROW GAUGE ROADS. | | | | | | | | | |
| Burlington & Northwestern | 38.77 | .... | .... | .... | .... | .... | .... | .... | .... |
| Operated under Contract | .... | 13.30 | 52.07 | 38.77 | .... | 3.48 | .... | 38.77 | 3 |
| Burlington & Western | 70.70 | .... | 70.70 | 70.70 | .... | 3.00 | .... | 70.70 | 3 |
| Des Moines & Kansas City | 111.09 | .... | 111.09 | 100.00 | .... | .... | 79.00 | 28.00 | 3 |
| Fort Madison & Northwest. | .... | .... | .... | 45.00 | .... | .... | .... | .... | .... |
| Des Moines & Northwestern | 114.00 | .... | 114.00 | 105.50 | .... | 6.45 | 10.75 | 103.27 | 3 |
| St. Louis, Des Moines & N. | 42.36 | .... | 42.36 | 38.86 | .... | 2.25 | .... | 42.36 | 3 |
| Total | 14,900.39 | 5,532.42 | 15,282.21 | 8,346.00 | 8.04 | 96.23 | 4,409.36 | 1,428.49 | .... |



# TABLE No. XVI.

## CONSUMPTION OF FUEL BY LOCOMOTIVES AND RENEWALS OF SUPERSTRUCTURE.

| RAILROADS. | COAL—TONS. | WOOD—CORDS. | | Total fuel consumed. | Miles run. | Average pounds consumed per mile. | NEW RAILS LAID DURING YEAR. | | | NEW TIES LAID DURING YEAR. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Bituminous. | Hard. | Soft. | | | | Tons. | Weight per yard. | Average price at distributing point. | Number. | Average price at distributing point. |
| Burlington, Cedar Rapids & Northern | 161,584.00 | 2,..... | ..... | 166,500.00 | 2,805,671 | 59 | 2,760.50 | 60 | 31.67 | 336,347 | 45 |
| Central of Iowa | 917.00 | 211.00 | ..... | 60,956.50 | 1,751,521 | 69 | 2,103.86 | 60 | 30.65 | 160,715 | 45 |
| Kansas City, St. Jo. & Council Bluffs | 62,246.00 | 1,125.50 | ..... | 64,404.30 | 1,075,289 | 60 | 778.74 | 60 | 37.50 | 30,000 | 45 |
| Chicago & Northwestern | 666,500.00 | 32,286.00 | ..... | 974,744.00 | 25,038,127 | 78 | 11,379.00 | 80 | 34.00 | 1,800,000 | 45 |
| Chicago, Milwaukee & St. Paul | 1,129,000.00 | 13,000.00 | 10,000.00 | 1,252,000.00 | 31,000,000 | 75 | 11,000.00 | 80 | 34.00 | 1,600,000 | 45 |
| Chicago, Rock Island & Pacific | 937,881.00 | 1,000.00 | ..... | 1,000,000.00 | 26,000,000 | 75 | 11,000.00 | 80 | 34.00 | 1,600,000 | 45 |
| Chicago, St. Paul & Kansas City | 143,000.00 | ..... | ..... | 143,000.00 | 3,000,000 | 95 | 1,100.00 | 80 | 32.00 | 220,000 | 45 |
| Chicago, St. Paul, Minneapolis & Omaha | 297,528.00 | ..... | *6,371.00 | 303,899.00 | 7,000,000 | 86 | 11,000.00 | 80 | 32.00 | 220,000 | 45 |
| Centerville, Moravia & Albia | ..... | 25.00 | ..... | 25.00 | 715.00 | 70 | 1,276.00 | 60 | 32.77 | 92,676 | 50 |
| Clarinda & St. Louis | 707.00 | 6.00 | ..... | 713.00 | 15,000 | 95 | 50.00 | 56 | 35.87 | 13,672 | 43 |
| Dubuque & Sioux City | 5,771.00 | 1,500.00 | ..... | 89,619.02 | 2,113,262 | 63 | 90.00 | 56 | 30.00 | 900 | 43 |
| Humeston & Shenandoah | 510.25 | ..... | 48.00 | 10,010 | 182,150 | 103 | 90.00 | 56 | 30.00 | 900 | 43 |
| Iowa Northern | 12,000.00 | ..... | ..... | 12,000.00 | 420,000 | 57 | ..... | ..... | ..... | ..... | ..... |
| Keokuk & Western | 125,000.00 | 282.00 | 101.25 | 134,250 | 3,750,21 | 80 | ..... | ..... | ..... | 10,000 | 40 |
| Mason City & Fort Dodge | 58,323.15 | 200.00 | 1,100.25 | 67,200.75 | 1,355,03 | 80 | ..... | ..... | ..... | 25,705 | 40 |
| Minneapolis & St. Louis | 19,794.00 | ..... | 548.00 | 19,996.00 | 686,187 | 60 | ..... | ..... | ..... | 1,465 | 40 |
| Ottumwa & Kirksville | 612.00 | ..... | ..... | 612.00 | 11,000 | 110 | ..... | ..... | ..... | ..... | ..... |
| Prairie du Chien & McG | 12,673.95 | ..... | 705.55 | 13,379.50 | 450,000 | 60 | 600.00 | 60 | 34.00 | 225,000 | 45 |
| Sioux City & Pacific | 227,262.00 | ..... | 4,734.00 | 231,660.00 | 6,685,630 | 72 | 4,954.00 | 70 | 30.00 | 219,000 | 45 |
| Wabash Western | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| NARROW GAUGE ROADS. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Burlington & Northwestern | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10,000 | 35 |
| Burlington & Western | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 29,705 | 35 |
| Des Moines & Kansas City | 4,638.25 | ..... | ..... | 4,664.25 | 135,620 | 81 | 200.00 | 56 | 32.00 | 1,465 | 50 |
| Des Moines & Northwestern | 6,734.60 | 68.00 | ..... | 6,891.90 | 178,160 | 76 | 520.00 | 56 | 35.75 | ..... | ..... |
| Total | 3,299,940.36 | 65,562.00 | 23,776.05 | 3,574,080.10 | 92,827,511 | ..... | 62,779.66 | 967 | ..... | 5,564,791 | ..... |

## TABLE No. XVII.

### ACCIDENTS TO PERSONS IN IOWA.

| RAILROADS. | EMPLOYES. KILLED. Coupling and uncoupling. | Falling from trains and engines. | Overhead obstructions. | Collisions. | Derailments. | Other train accidents. | At highway crossings. | At stations. | Other causes. | EMPLOYES. INJURED. Coupling and uncoupling. | Falling from trains and engines. | Overhead obstructions. | Collisions. | Derailments. | Other train accidents. | At highway crossings. | At stations. | Other causes. | Total killed. | Total injured. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Burlington, Cedar R. & N | .. | 1 | .. | .. | 1 | .. | .. | .. | .. | 7 | 3 | .. | .. | 1 | .. | .. | .. | 2 | 2 | 13 |
| Central Iowa | .. | .. | .. | .. | .. | .. | .. | .. | .. | 17 | .. | .. | 6 | 2 | 6 | .. | .. | 25 | .. | 56 |
| Kansas C., St. Jo & C. B. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | 2 | .. | .. | .. | 1 | .. | .. | 4 |
| Chi., Mil. & St. Paul | 4 | 2 | .. | .. | 2 | 1 | .. | 1 | 3 | 49 | 11 | .. | 1 | 1 | 10 | .. | 1 | 100 | 13 | 173 |
| Chicago & Northwestern | 1 | 1 | .. | 2 | .. | 5 | .. | .. | .. | 24 | 7 | .. | 3 | 2 | .. | .. | 3 | 5 | 9 | 44 |
| Chi., Rock Island & Pac. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7 | 5 |
| Chi., St. Paul & Kas. City | .. | 1 | .. | .. | .. | .. | .. | .. | .. | 11 | 4 | .. | .. | 2 | .. | .. | .. | 2 | 1 | 19 |
| Chi., St. Paul, Minn. & O. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | .. | .. | .. | .. | .. | .. | 1 | .. | 3 |
| Dubuque & Sioux City | 3 | .. | .. | .. | .. | .. | .. | .. | .. | 16 | 8 | .. | 1 | .. | .. | .. | .. | 26 | 3 | 51 |
| Humeston & Shenandoah | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| Mason City & Ft. Dodge | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 5 |
| Minneapolis & St. Louis | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | 1 |
| Omaha & St. Louis | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | 5 | .. | .. | .. | .. | .. | .. | 7 | .. | 18 |
| Sioux City & Pacific | .. | .. | .. | .. | .. | .. | .. | .. | .. | 9 | .. | .. | 1 | .. | 2 | .. | 4 | 23 | .. | 39 |
| (NARROW GAUGE ROADS.) | | | | | | | | | | | | | | | | | | | | |
| Burlington & Northwes'n | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| Des Moines & Kansas City | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Des Moines & N. W. R'y | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 2 | .. | .. | .. | .. | .. | .. | 3 | .. | 7 |
| Totals | 8 | 5 | .. | 2 | 3 | 6 | .. | 1 | 3 | 149 | 44 | .. | 14 | 8 | 18 | .. | 9 | 105 | 35 | 442 |

| RAILROADS. | PASSENGERS. KILLED. Collisions. | Derailments. | Other train accidents. | At highway crossings. | At stations. | Other causes. | PASSENGERS. INJURED. Collisions. | Derailments. | Other train accidents. | At highway crossings. | At stations. | Other causes. | Total killed. | Total injured. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Burlington, Cedar R. & N | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Central Iowa | .. | .. | .. | 1 | .. | 2 | .. | .. | .. | .. | .. | .. | 3 | .. |
| Kansas C., St. Jo & C. B. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Chi., Mil. & St. Paul | .. | .. | .. | .. | .. | .. | .. | 1 | 1 | .. | .. | 6 | .. | 8 |
| Chicago & Northwestern | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | 1 | 1 | 1 |
| Chi., Rock Island & Pac. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Chi., St. Paul & Kas. City | .. | .. | .. | .. | .. | .. | .. | 2 | .. | .. | .. | .. | .. | 2 |
| Chi., St. Paul, Minn. & O. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Dubuque & Sioux City | .. | .. | .. | .. | .. | .. | 3 | .. | .. | .. | .. | .. | .. | 3 |
| Humeston & Shenandoah | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Mason City & Ft. Dodge | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Minneapolis & St. Louis | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Omaha & St. Louis | .. | .. | .. | .. | .. | .. | 2 | .. | 4 | .. | .. | 1 | .. | 7 |
| Sioux City & Pacific | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | 1 |
| (NARROW GAUGE ROADS.) | | | | | | | | | | | | | | |
| Burlington & Northwes'n | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Des Moines & Kansas City | .. | .. | .. | .. | .. | .. | .. | 3 | .. | .. | .. | .. | .. | 3 |
| Des Moines & N. W. R'y | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Totals | .. | .. | .. | 1 | .. | 3 | 5 | 6 | 5 | .. | 1 | 8 | 4 | 25 |

| RAILROADS. | OTHERS. KILLED. Collisions. | Derailments. | Other train accidents. | At highway crossings. | At stations. | Other causes. | OTHERS. INJURED. Collisions. | Derailments. | Other train accidents. | At highway crossings. | At stations. | Other causes. | Total killed. | Total injured. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Burlington, Cedar R. & N | .. | .. | .. | 3 | 2 | 3 | .. | .. | .. | 2 | .. | 6 | 8 | 8 |
| Central Iowa | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | .. | .. | 2 |
| Kansas C., St. Jo & C. B. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | 1 |
| Chi., Mil. & St. Paul | .. | .. | 1 | 2 | .. | 4 | .. | .. | 1 | 1 | .. | 2 | 7 | 4 |
| Chicago & Northwestern | .. | .. | .. | 2 | 5 | 2 | .. | .. | .. | .. | 6 | 1 | 9 | 7 |
| Chi., Rock Island & Pac. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 | 2 |
| Chi., St. Paul & Kas. City | .. | .. | .. | .. | .. | .. | .. | 2 | .. | .. | 1 | .. | .. | 3 |
| Chi., St. Paul, Minn. & O. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. | .. | 1 |
| Dubuque & Sioux City | .. | .. | .. | .. | .. | 2 | .. | .. | .. | .. | .. | 7 | 2 | 7 |
| Humeston & Shenandoah | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Mason City & Ft. Dodge | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Minneapolis & St. Louis | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Omaha & St. Louis | .. | .. | .. | .. | .. | 1 | 2 | .. | 5 | .. | .. | 1 | 1 | 8 |
| Sioux City & Pacific | .. | .. | .. | .. | 1 | .. | .. | .. | 1 | 2 | .. | .. | 1 | 3 |
| (NARROW GAUGE ROADS.) | | | | | | | | | | | | | | |
| Burlington & Northwes'n | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Des Moines & Kansas City | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Des Moines & N. W. R'y | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Totals | .. | .. | 1 | 7 | 8 | 12 | 2 | 2 | 7 | 7 | 8 | 18 | 33 | 46 |

NOTE.—The Chicago, Burlington & Quincy, Chicago, Burlington & Kansas City, and St. Louis, Keokuk & Northwestern Railways are not included in this table.

# DIGEST OF JUDICIAL DECISIONS.

# DIGEST OF JUDICIAL DECISIONS.

## DECISIONS OF THE SUPREME COURT OF IOWA, RELATING TO RAILROADS, DURING THE YEAR.

(NOTE—The Commissioners' report for 1887 contains a full index to the first ten volumes.)

### CASES REPORTED.

Andrews v. Mason City & Fort Dodge Railway Company.

Borlund v. Chicago, Milwaukee & St. Paul Railway Company.

Comtillon v. Dubuque & Northwestern Railway Company.
Cox v. Burlington & Western Railway Company.

Johnson v. Kessler.
Johnson v. Chicago & Northwestern Railway Company.

Kuhns v. Wisconsin, Iowa & Northern Railway Company.

Melay v. Chicago & Northwestern Railway Company.
Metzger v. Chicago, Milwaukee & St. Paul Railway Company.
Miller v. Chicago, Milwaukee & St. Paul Railway Company.
Moody v. Minneapolis & St. Louis Railway Company.

Seska v. Chicago, Milwaukee & St. Paul Railway Company.
Scott v. Chicago, Milwaukee & St. Paul Railway Company.

Taylor v. Chicago, St. Paul & Kansas City Railway Company.

West. v. Chicago & Northwestern Railway Company.
Worden v. Humeston & Shenandoah Railroad Company.

## DECISIONS.

### STOCK KILLED.

In an action for injury to cattle, alleged to have been caused by defendant's negligence in not fencing its track, a tender of damages, pleaded as a distinct defense, admits that the company ought to have fenced, though a general denial in another count covers such an issue, and though Code, section 2710, authorizes inconsistent defenses. *Taylor v. Chicago, St. Paul & Kansas City Railway Company*, 40 N. W. Rep., 84.

Defendant in a suit for damages for killing plaintiff's calves on its track, admitted the killing and tendered $60 in payment thereof. *Held*, that the only question involved was the value of the stock killed. *Scott v. Chicago, Milwaukee & St. Paul Railway Company*, 42 N. W. Rep., 645.

Plaintiff's mare was in his field, through which defendant's unfenced railroad passed, and was found in the morning with a hind leg broken and other injuries. Plaintiff testified that he saw her tracks between the rails some distance back of and leading to the guard. Some distance back of the guard tufts of her hair were found on the rails, and also on the guard itself. The engineer and fireman of a train that passed in the night testified that no horse was struck or frightened by their train. *Held*, that the evidence sustained a verdict for the plaintiff. *Cox v. Burlington & Western Railway Company*, 42 N. W. Rep., 429.

Under Code of Iowa, section 1289, making a railroad company liable for the value of stock killed, by reason of its failure to fence its road, "unless the same was occasioned by the willful act of the owner, or his agent," the owner cannot recover for the killing of a cow when he was himself present and saw the effort of the trainmen to stop the train, and had the power and opportunity to drive the cow from the track, but willfully refused to do so. *Moody v. Minneapolis & St. Louis Railway Company*, 41 N. W. Rep., 477.

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ACCIDENTS AT CROSSINGS.

*Held*, as bearing on the question of his contributory negligence, that evidence as to the height of the track above the ground at or near the place of the accident is admissible. *Held*, that the evidence warranted an instruction that if the fireman was left by the engineer in temporary charge of the engine, and while so in charge, or while employed in the discharge of his duties as fireman, he negligently let off steam, and caused the injury, the company was liable, though the engineer testified that he did not leave the fireman "in charge of," but to "watch" the engine. *Andrews v. Mason City & Fort Dodge Railroad Company*, 42 N. W. Rep., 513.

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ACCIDENTS TO TRAINS.

When the evidence shows that the accident was caused by the derailment of the engine in consequence of defects in the track, and defendant's theory is that derailment was caused by some criminal act of third persons, evidence on part of plaintiff as to the topography of the country in the vicinity of the accident is admissible, for the purpose of showing the improbability of such criminal act, on account of the open nature of the place. *Worden v. Humeston & Shenandoah Railroad Company*, 41 N. W. Rep., 26.

In an action against a railway company for negligently killing plaintiff's intestate by the derailment of an engine caused by a defective track, an amended complaint containing the additional averment that, while the engine was running at a high rate of speed, one of the wheels dropped in a low place in the track and was broken, throwing the engine and tender from the track, does not state a new cause of action, but merely contains additional specifications of negligence. *Kuhns v Wisconsin, Iowa & Nebraska Railway*, 40 N. W. Rep., 92.



A civil engineer riding to his work was injured by the derailment of an engine in passing over track that was in bad condition. *Held*, that evidence that similar trains had been run at the same rate of speed over the same track on the same day without any appearance of danger, was properly excluded.

It appeared in evidence that the track was soft and wet, had settled and contained short curves; that the cars swayed so that plaintiff went to the end of the car to be ready to jump, and that the rear brakeman applied the brakes, without orders, to check the speed of the train. *Held*, that the jury were justified in finding that the train was being negligently run at a dangerous rate of speed. *Melay v. Chicago & Northwestern Railway Company*, 42 N. W. Rep., 563.

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MUNICIPAL AID.

Under acts Twentieth General Assembly of Iowa, chapter 159, section 3, authorizing the tax in aid of the Waverly Short Line Railroad Company, which provides that "it shall be the duty of the trustee of such township to immediately give notice of a special election by publication in some newspaper published in said township, if any be published therein, and if then * * * * * by posting copies of said notice in five public places in said township, at least ten days before said election;" notice by publication in a newspaper ten days before election, is not required. *Johnson v. Kessler*, 41 N. W. Rep., 57.

*Held*, that section 1302 of Code of Iowa embraces obligations for payment of taxes voted, and that the transfer to another company did not work a forfeiture of the said tax voted. *Comtillon v. Des Moines & Northwestern Railway Company*, 42 N. W. Rep., 613.

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FIRES.

In an action against a railway company for burning hay by fires set out by engines, evidence that plaintiff rented the land from one claiming to be the owner, and cut and stacked the hay, is sufficient to prove ownership of the hay. Evidence that the fires broke out after defendant's engine passed, where it is not shown that they could not have happened in any other way, justifies the jury in finding that they were set by the engine.

When the defendant's witness testifies that an engine in good repair could not throw fire from the track to the place where the fire caught, the jury are justified in finding the engine in bad repair. *Johnson v. Chicago & Northwestern Railway Company*, 42 N. W. Rep., 512.

In an action against a railway company for negligently setting fire to plaintiff's property, it is not error to refuse an instruction to the effect that it was not contended that the fire originated on defendant's right of way; the question as to whether the right of way was clear of combustible material need

not be considered, when neither in the pleadings nor the evidence has any reference been made to the condition of the right of way. *Borlund v. Chicago, Milwaukee & St. Paul Railway Company*, 42 N. W. Rep., 590.

Under Code of Iowa, section 1289, a railroad company is liable for setting fire on its right of way which destroyed certain stacks of hay of plaintiff, though he was guilty of contributory negligence in failing to protect them by plowing around them. *West v. Chicago & Northwestern Railway Company*, 42 N. W. Rep., 512.

In an action for setting fire by a locomotive, it is not error to refuse to charge that if no railroad has yet adopted and is using an improved smoke-stack exclusively, the defendant is not negligent in failing to adopt it. It was also proper to refuse to charge that "so long as defendant might reasonably use a single engine with the 'diamond stack,' negligence could not be predicated on the fact that the engine that started the fire was a 'diamond stack' instead of a front end extension," as it ignored the fact that in certain seasons and localities the "diamond stack" might be used without risk, so far as fires were concerned. It was also proper to refuse to charge that the fact that a certain road was adopting an alleged improvement, is not such evidence as would show that the defendant is negligent because it has not adopted and placed the same on all their engines, the court having already charged that "when an invention has been tested and generally approved as better than that already in use, it then becomes the duty of defendant, with all reasonable diligence, to adopt and use said invention on their engines." *Metzger v. Chicago, Milwaukee & St. Paul Railway Company*, 41 N. W. Rep., 49.

In an action for damages for the burning of plaintiff's grain, grass, etc., by a fire set out from an engine operated on defendant's railroad, where the petition does not allege that defendant was negligent as to the construction of the engine, nor that the engine was negligently or improperly contsructed, it is error to instruct the jury that if they find "the fire was caused through the negligence of the defendant in the construction or management of the engine, concerning the prevention of escaping coals and without the negligence of the plaintiff of such damages," etc. *Miller v. Chicago, Milwaukee & St. Paul Railway Company*, 41 N. W. Rep., 28.

Since, under the Iowa statute, the fact that a fire was set out in the operation of a railroad is *prima facie* evidence of negligence, a petition alleging that fire was set out by a locomotive operated on defendant's road, but not stating that it was caused by the negligence of defendant or its servants, is good on motion in arrest of judgment. *Seska v. Chicago, Milwaukee & St Paul Railway Company*, 41 N. W. Rep., 596.

When it is shown that the same engine set out fires elsewhere at about the same time, the jury may well find that the *prima facie* case is not overcome by evidence of care on defendant's part. *Id.*



# DIGEST OF DECISIONS OF INTER-STATE COMMISSION SINCE LAST REPORT.

### MIXED CAR LOADS.

Mixed car lots of freight are treated differently in different parts of the country. The adoption of a uniform rule recommended.

Violation of the fourth section of the act can be accomplished by differences in classification as well as by differences in tariff rates.

Canadian competition at the present time does not justify a higher charge from San Francisco to Denver than to Kansas City, the Canadian road now working upon an agreement as to rates with the roads in the United States at all points where it formerly competed. *John H. Martin and M. H. Martin v. Southern Pacific Railway Company, Central Pacific Railway Company and Union Pacific Railway Company*, 2d Inst. Com., Re., 1.

### TRADE CENTER RATES.

Trade centers are not, as a matter of right, entitled to more favorable rates than the smaller towns for which they form trade centers, and if carriers shall give to such smaller towns rates as favorable as to the larger, the Commission will not interfere.

The carriers may make rates from the common source of supply to the smaller towns directly as single rates, and if the single rate is less than the sum of the two, which are made to and from the distributing center, it is not for that reason necessarily objectionable. *Euclid, Martin et al. v. Chicago, Burlington & Quincy Railway Company et al.*, 2d Inst. Com., 25.

### JOINT RATES.

One feature of the transportation of freights in long hauls is that the rate per ton per mile grows less in proportion to the greater distance; but this is not found to exist in local rates, where the stations are occasionally grouped.

The rate per ton per mile is a test by which rates may be brought down to the narrowest point of scrutiny, but it cannot be considered as the controlling rule, as all of the circumstances and conditions must be considered. The words "substantially similar circumstances and conditions," as found in the "Act" defines the rights and duties of carriers, and the duties of shippers as well. If the carrier is in good faith acting under a compulsion beyond his control, forced upon him by another carrier not subject to the act, these are

circumstances and conditions which justify him in adopting exceptional rates. The act was not enacted to destroy competition. Elaborate tariffs of rates, the usual competition, made by one of several great railway systems, are examined in connection with those of its competitors, and with a view not to break down legitimate competition, whereby rates are cheapened to the shippers generally, and these railways are correspondingly benefited. *Business Men's Association of Minneapolis v. Chicago, St. Paul, Minneapolis & Omaha Railway Company*, 2d Inst. Com., 52.

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UNLAWFUL PREFERENCE.

Upon the facts of this case it is held that there is an unlawful preference given by the carrier in favor of oil shipments in tank car lots, as against like shipments in barrels, car load lots, which is ordered to be corrected, and the mode prescribed by which this must be done, giving equal rates on each per pound.

It is a common law and charter duty of every railway carrier subject to the "Act" to furnish a proper and adequate car equipment for all the reasonable business needs of the business it advertises and undertakes to do. A failure to do this renders a liability to the shipper.

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CLASSIFICATION.

A classification must have the same construction in favor of all persons The law requires uniformity and impartiality in the dealings of a carrier with all persons.

A classification sheet is put before the public for general information, and is supposed to be stated in plain terms, so that an ordinary business man can understand it, and the railway officials who made a classification cannot testify to his understanding of construction. *Frank L. Hurlbut v. Lake Shore & Michigan Southern Railway Company*, 2d Inst. Com. 122.

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THROUGH LINES AND RATES.

Through and continuous lines imply through rates which must be reasonable rates.

When railroad companies make a thorough and continuous line and offer it for the use of the public, they cannot rid themselves of responsibility for unjust charges by breaking the haul in two and calling themselves carriers on the separate ends of their through line.

The apportionment of rates to different parts of a through line do not determine the charge to the public, but may be significant on the question of reasonable rates for the whole distance. *John W. S. Brady & George T. Parkhurst v. The Pennsylvania Railroad Company, et al.*, 2d Inst. Com. 131.



INTER-STATE COMMERCE.

The traffic originates in the State of New Jersey and is destined to the city of New York, and the rates are made not to New York, but to Jersey City. The traffic is not Inter-State and the Commission has no jurisdiction. *New Jersey Fruit Exchange v. Central Railroad Company & Lehigh Valley Railroad Company*, 2d Inst. Com. 142.

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UNDUE PREFERENCE.

Municipal subscriptions do not affect the question of undue preference.

Disparity in existing rates to Lincoln and Omaha found to correspond so closely with the difference in distance that no change is required on that ground.

The ratio of rates should decrease with increased distance, but modifying conditions often exist. *Lincoln Board of Trade v. Burlington & Missouri River Railroad Company*, 2d Inst. Com. 147.

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MISSOURI RIVER POINTS, RATES TO.

Distance by shortest route is properly to be considered in determining the propriety of rates by a competing line. Rates from St. Louis to Omaha a little higher than those charged to Lincoln, which is a trifle less distance upon a branch line, sustained. The general plan of rates from Chicago and St. Louis to Missouri River points approved. *Lincoln Board of Trade v. Missouri Pacific Railway Company*, 2d Inst. Com. 155.

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A RAILWAY BRIDGE COMPANY IS A COMMON CARRIER.

The Kentucky & Indiana Bridge Company has the chartered power of a common carrier and is such *de facto*. It is therefore under the "Act" entitled to demand of carriers, whose lines are intersected by its tracks, equal facilities with other carriers.

All railroads created by competent public authority must be conclusively presumed to be public conveniences and other common carriers cannot refuse to exchange traffic with them. *Kentucky & Indiana Bridge Company v. Logansport & Louisville Railroad Company*, 2d Inst. Com. 162.

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LONG AND SHORT HAUL.

A leading purpose of the act to regulate commerce is to prevent the giving of unjust preferences as between localities. This purpose would be defeated if any one carrier, by making unreasonably low rates to any

locality, would thereby entitle all other carriers competing to make on their lines greater charges upon the shorter hauls to other stations than were made over the same line in the same direction to the locality thus favored.

The Commission has no power to order rates increased upon the ground that they are so low that persistence in making them would be ruinous. In the matter of the Chicago, St. Paul & Kansas City Railway Company, 2d Inst. Com. 213.

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REASONABLE RATES.

Proof that certain rates are very profitable, and that they are higher than the rates charged on certain other somewhat similar commodities, is not of itself a sufficient ground for determining either that such rates are unjust, or what rates would be just and reasonable.

Prejudice and advantage become undue and unreasonable when the results are such as to effect some tangible injury to the complaining party.

Grouping of milk rates over large extent of territory not shown to injuriously affect the producers. Their product is not reduced in value, while the requirements of consumers demand a steadily increasing area of supply. *N. W. Howell et al. v. New York, Lake Erie & Western Railroad Company, et al.*, 2d Inst. Com. 272.

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FREE TRANSPORTATION.

The offense under section 2 of the Act to Regulate Commerce of giving free transportation to an individual, consists in the charging, demanding, collecting or receiving, by the carrier from some other person or persons a compensation for a like service when none is contemporaneously charged or received from the person thus transported free. *C. H. Griffer v. Burlington & Missouri Railroad Company*, 2d Inst. Com. 301.

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REASONABLE RATES.

The Commission is not willing to determine the relative reasonableness of rates at many stations and in a large extent of territory upon the mere face of tariffs, and without proof.

Where, on a question of rates, it appears that higher rates are made upon the shorter hauls on the same line and in the same direction, the carrier making them must take the burden of proof to show their reasonableness. *Spartanburg Board of Trade v. Richmond & Danville Railroad Company et al.*, 2d Inst. Com. 304.



LOCAL AND THROUGH RATES.

Rates must be relatively fair and reasonable as between localities in essential respects similarly situated, not according to any rule of mathematical precision, but in substance and in fact, having regard to the geographical and relative positions of the localities so that one will not be favored to the unjust prejudice of the other. *Detroit Board of Trade v. New York & Hudson River Railroad Company*, 2d Inst. Com. 315.

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TARIFFS ON TRANSCONTINENTAL LINES.

Rates that are just and reasonable from selected manufacturing points through the entire territory east of the Missouri river, and west of the Atlantic seaboard, are, *prima facie*, just and reasonable from all other points in the same territory.

A tariff naming a rate from one locality lower than that engaged by its neighbors, when the circumstances are the same, tends a preference or advantage to the first, and when any shipper is damaged by the exaction of an additional burden, the preference becomes undue and unreasonable, unless it can be justified upon some sound and substantial ground.

Under the act to regulate commerce, shippers are not to be put in a position of subserviency to common carriers, nor required to ask for, but are entitled to equal and open rates at all times. *Martin v. Southern Pacific Railway Company*, 2d Inst. Com. Rep., 324.

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IMMIGRANT PASSENGER RATES.

Interstate Commissioners have no authority to interfere with the New York Board of Commissioners of emigration, the federal government having sanctioned said board.

There is nothing illegal or wrongful in a railroad company making a rate for immigrants as a class, and declining to give the same rate to others for whom different accommodations are furnished. *James C. Savery & Co. v. New York Central & Hudson River Railway Company et al.*, 2d Inst. Com. Rep., 338

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FREE TRANSPORTATION.

Free transportation, issued in the form of an annual pass, to a person not in the regular and stated service of the carrier, nor receiving any wages or salary under a contract of employment, but requested by him as compensation for throwing in its way what business he conveniently could, *held* to be illegal.

A carrier which has conformed to the ruling of the Commission should not be prosecuted for illegal violations of law in that respect, which occurred before such ruling was made, and under a construction of the law then approved by carrier's counsel. *James F. Slater v. Northern Pacific Railway Company*, 2d Inst. Com. Rep., 359.

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TANK AND BARREL RATES.

In cases against carriers who were charged with discriminating unjustly in their rates as against those shipping petroleum and its products in barrels, in favor of those who ship in tank cars, the evidence, among other things, showed that in the territory served by the defendants the shipment in barrels was most dangerous, and also, that when shipment was made in tanks there was greater likelihood of return loads. The difference in rates was considerable. The Commissioners equalized this rate, but still permitted a charge for the weight of the barrel. *In re Tank and Barrel Rates on Oil*, 2d Inst. Com. Rep., 365.

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REASONABLE RATES AND LONG AND SHORT HAULS.

Whether railroad companies combine or act separately in making rates and charges, is not so important; the essential requirement is that, however made, they shall be reasonable of themselves, and so fairly adjusted as to be reasonable in their relations to each other, and in their results. That, under like conditions freight can be carried proportionately lower for long than for short distances, is as nearly settled as anything relating to railroad charges can be. Equal mileage rates would often prevent legitimate competition, and give a monopoly in transportation to the best and shortest road. In determining what are reasonable rates, the fact that a road earns little more than operating expenses is not to be overlooked, but it cannot be made to justify grossly excessive rates.

Wherever there are more roads than the business at fair rates will remunerate, they must rely upon future earnings for the return of investments and profits. *New Orleans Cotton Exchange v. Cincinnati, New Orleans & Texas Railway Company et al.*, 2d Inst. Com. Rep., 375.

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REASONABLE RATES.

In arriving at what is a just and reasonable rate in freight transported by a carrier on a short local line, having but a small volume of business, where the cost of transportation is exceptionally great, arising from steep grades, sparse population, and light traffic—these are circumstances and conditions of controlling weight in the making of the rates, and cannot be overlooked



when a question of their reasonableness is involved and under such circumstances the fact that an independent pipe line transports oil between the points at a lower rate than the company constitutes no just reason why the railroad company should be required to reduce its rates to those of the pipe line. *Rice, Robinson & Witherope v. W. N. & P. R. R. Co.*, 2d Inst. Com. Rep., 389.

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PASSENGER RATE WARS.

A passenger rate war in which rates were repeatedly reduced by several competing lines to an exceedingly low basis on a particular class of traffic, without any filing of tariffs, was contrary to the requirements of law. Reduction in competitive passenger rates cannot legally be made without at the same time reducing intermediate rates.

Rates obtained from ticket brokers lower than those offered at the regular offices of the company, effect unjust discrimination. 2d Inst. Com. Rep., 513.

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GROUP RATES.

Group rates may be made from a large number of mines comprising a coal mining district, the commercial necessities being substantially the same for all. *Wm. P. Rend v. Chicago & Northwestern Railway Company*, 2d Inst. Com. Rep., 540.

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THROUGH RATES.

Through rates admit of very great variety in the forms they assume, and such rates, when reasonable and fairly adjusted, are greatly favored in the law.

The difference between proportions of through rates along the same lines should be fairly reasonable in amount and properly guarded in their application, and not such as to injure business in one locality in order to stimulate it in another. *Chamber of Commerce of Milwaukee v. F. & P. M. Railroad Company et al.*, 2d Inst. Com. Rep., 553.

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CLASSIFICATION.

The proper classification of an article is to be judged relatively by the classification of other articles similar in character, quality and conditions of transportation. *M. L. Myers v. Pennsylvania Railroad Company*, 2d Inst. Com. Rep., 573.

LOCAL AND THROUGH RATES.

A carrier is under special obligations to give reasonable rates for its local business. Through rates are not necessarily illegal which, when divided between carriers give them less than the local rates, provided, that the through rate itself is not less than some one of the locals, or so low as to burden other business with a part of the cost of the business upon which it is imposed. *L. Luppman & Co. v. Illinois Central Railroad Company*, 2d Inst. Com. Rep., 584.

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AUTHORITY OF AGENTS.

Unauthorized declarations of a depot agent are not binding upon the railway company. It is the duty of the carrier to see that all its equipment is in good order before permitting it to start out loaded. *Michigan Congress Water Company v. Grand Trunk Railway Company*, 2d Inst. Com. Rep., 591.

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DISCRIMINATIONS.

1. The service may be rendered under such dissimilar circumstances as to make it lawful to charge more for the same distance on one line or branch than on another line or branch of the same road.

2. A departure from the rule of equal mileage rates as applied to the several branches of a road is not conclusive that such rates are unlawful, but the burden is on the company making such departure to show the rates to be reasonable when disputed.

3. A railroad company, while maintaining a rate without the presence of competition on other than equal terms, is making evidence that such rate is not too low.

4. The Chicago & Northwestern Railway Company has two routes or lines between Chicago and Sioux City, formed by its main line and different branch lines, and a greater charge for a shorter than for a longer distance in the same direction, the shorter being included in the longer distance, on either of said routes or lines, is unlawful under the fourth section of the Act to Regulate Commerce.

5. Two of the south branch lines of said railway company are crossed by the main line of the Chicago, Milwaukee & St. Paul Company. From points on these branch lines the Northwestern Company comes in competition with the St. Paul Company from its main line points. *Held*, that the charges on these branches do not establish a standard of reasonable rates for like distances from points on a north branch of the same company, where no such competition exists.

6. Said railway company had in force from Nebraska points to Turner, Illinois, a tariff sheet directing corn destined to the seaboard to be billed from such Nebraska points to Turner at different rates, when destined to different seaboard points. The corn was carried from Nebraska to Chicago, where the re-billing and transferring was done. No shipments could be made under this tariff from Iowa points. *Held*, that as billed, the shipment was to Turner; that by billing at different rates to Turner, an illegal preference was given, and that Iowa grain growers were subjected to unreasonable disadvantage in marketing corn.

*T. M. C. Logan et al. v. Chicago & Northwestern Railway Company*, 2d Inst. Com. Rep., 604.



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GROUP RATES.

A group rate for a particular district upon a commodity for which a large demand exists, and intended to place producers in the district upon an equality among themselves, and with producers of the same commodity from other districts, all competing in a common market, is not unlawful merely on account of differences in the geographical location of different producers and their respective distances from market.

Distance is only one of the factors to be considered in rate making.

A rate of ninety cents a ton on coal shipped to Lake Erie from a district covering a radius of forty miles around Pittsburg, 124 to 179 miles, which has prevailed since the act took effect, is *held* not to be unreasonable. *Imperial Coal Company v. Pennsylvania & Lake Erie Railway Company et al.*, 2d Inst. Com. Rep., 618.

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JOINT WATER AND RAIL RATES.

The act does not empower the Commission to compel railroad companies to enter into joint arrangements with carriers by water for through carriage at through rates. 2d Inst. Com. Rep., 645.

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PASSENGER TARIFFS.

New individual or joint passenger tariffs must be posted at stations to which they apply, and tickets can legally be sold on combinations of initial or terminal locals therewith. Mileage, excursion or commutation tickets must be offered impartially to all who accept the conditions on which they are issued, and the rates at which they are sold must be published.

Party rates and passenger car load rates, lower than contemporaneous rates for single passengers, constitute discrimination and are illegal. 2d Inst. Com. Rep., 649.

# RETURNS

OF THE

# RAILROAD COMPANIES,

FOR THE YEAR ENDING JUNE 30TH, 1889.

# ANNUAL REPORT

OF THE

# BURLINGTON, CEDAR RAPIDS & NORTHERN

# RAILWAY COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

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## HISTORY.

Name of common carrier making this report:
Burlington, Cedar Rapids & Northern Railway Company.

Date of organization:
June 22, 1876.

Under laws of what government State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:
Iowa, Minnesota, Dakota (Territory).

If a consolidated company, name the constituent companies? Give reference to charters of each, and all amendments of same:
The Burlington, Cedar Rapids & Northern Railway Company was organized in 1876, and by lease acquired from time to time the Iowa City & Western Railway, the Cedar Rapids, Iowa Falls & Northwestern Railway, the Cedar Rapids & Clinton Railway, the Chicago, Decorah & Minnesota Railway having in all the above leased lines a majority of the stock, the control, the operation of the leased lines, and guaranteeing the principal and interest of their bonded indebtedness. The parent stem and the leased lines are all incorporated under the laws of the States of Iowa and Minnesota, and of the territorial laws of Dakota. In due time the bonded indebtedness of all the lines are to be consolidated.

If a reorganized company, give name of the original corporation, and refer to laws under which it was organized:
The Burlington, Cedar Rapids & Northern Railway proper was reorganized July 22, 1876. The original corporation was the Burlington, Cedar Rapids & Minnesota Railway Company, which was foreclosed and sold by order of the court.

(For companies not making operating reports.) What carrier operates the road of this company?
The Iowa City & Western Railway Company, the Cedar Rapids, Iowa Falls & Northwestern Railway Company, the Cedar Rapids & Clinton Railway Company, the Chicago, Decorah & Minnesota Railway Company. All operated by the Burlington, Cedar Rapids & Northern Railway Company.

## ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| R. R. Cable | Chicago, Illinois | May 24, 1890 |
| E. S. Bailey | Clinton, Iowa | May 24, 1890 |
| C. P. Squires | Burlington, Iowa | May 24, 1890 |
| Lyman Cook | Burlington, Iowa | May 24, 1890 |
| F. H. Griggs | Davenport, Iowa | May 24, 1891 |
| C. D. Close | Iowa City, Iowa | May 24, 1891 |
| J. Karskadden | Muscatine, Iowa | May 24, 1891 |
| Thomas Hedge | Burlington, Iowa | May 24, 1891 |
| C. J. Ives | Cedar Rapids, Iowa | May 24, 1892 |
| J. C. Peaseley | Chicago, Illinois | May 24, 1892 |
| W. G. Purdy | Chicago, Illinois | May 24, 1892 |
| J. W. Blythe | Burlington, Iowa | May 24, 1892 |
| J. N. Dewey | Des Moines, Iowa | May 24, 1892 |

Total number of stockholders at date of last election:
Three hundred and eighty-one.

Date of last meeting of stockholders for election of directors:
Third Tuesday in May of each year.

Give post-office address of general office:
Cedar Rapids, Iowa.

Give post-office address of operating office:
Cedar Rapids, Iowa.

## OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| Chairman of the Board | C. J. Ives | Cedar Rapids, Iowa. |
| President | C. J. Ives | Cedar Rapids, Iowa. |
| Vice-President | Robert Williams | Cedar Rapids, Iowa. |
| Secretary | S. S. Dorwart | Cedar Rapids, Iowa. |
| Treasurer | H. H. Hollister | New York, New York. |
| Assistant Treasurer | S. S. Dorwart | Cedar Rapids, Iowa. |
| Paymaster | Thomas Stickney | Cedar Rapids, Iowa. |
| Chief Engineer | H. F. White | Cedar Rapids, Iowa. |
| Gen'l Solicitor, Attorney, or Counsel. | S. K. Tracey | Burlington, Iowa. |
| Solicitor for Iowa | S. K. Tracey | Burlington, Iowa. |
| Auditor | S. S. Dorwart | Cedar Rapids, Iowa. |
| General Passenger Agent | J. C. Brocksmit | Cedar Rapids, Iowa. |
| General Ticket Agent | J. E. Hannegan | Cedar Rapids, Iowa. |
| General Superintendent | C. J. Ives | Cedar Rapids, Iowa. |
| Division Superintendent for Iowa | W. P. Brady | Cedar Rapids, Iowa. |
| Division Superintendent for Iowa | Geo. Gandell | Estherville, Iowa. |
| Superintendent of Telegraph | W. P. Ward | Cedar Rapids, Iowa. |
| General Baggage Agent | J. E. Hannegan | Cedar Rapids, Iowa. |



PROPERTY OPERATED.

| NAME. | TERMINALS. FROM— | TERMINALS. TO— | Miles of line for road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| Burlington, Cedar Rapids & Northern Railway | Burlington, Iowa | Albert Lea, Minnesota* | 252.21 | 402.08 |
| First—Main line | Burlington, Iowa | Albert Lea, Minnesota* | | |
| Second—Milwaukee Division Branch | Lewis Junction (main line) | Postville, Iowa | 94.13 | |
| Muscatine Division Branch | Muscatine, Iowa | Riverside, Iowa | 20.58 | |
| Pacific Junction Branch | Pacific Junction, Iowa | Holland, Iowa | 60.34 | |
| Third—Minneapolis & St. Louis Railway | State Line, Iowa | Albert Lea, Minnesota | 12.57 | 12.57 |
| Iowa Central Railway | Manly Junction, Iowa | Northwood, Iowa | 11.20 | 11.20 |
| Fourth—Waverly Branch | Three miles west of Winslow, Iowa | Waverly, Iowa | 5.68 | 5.68 |
| Fifth—Iowa City & Western Railway | Iowa City, Iowa | What Cheer, Iowa | 75.27 | 75.65 |
| Manly Junction Branch | Manly Junction, Iowa | Worthington, Minnesota | 15.51 | |
| Cedar Rapids, Iowa Falls & N. W. R'y | Holland, Iowa | Worthington, Minnesota | 181.51 | |
| Dows-Estherville Line | Dows, Iowa | Madison Junction, Minnesota | 41.67 | |
| Watertown Line | Lake Park, Iowa | Watertown, Dakota | 164.12 | |
| Sioux Falls Line | Ellsworth, Minnesota | Sioux Falls, Dakota | 81.50 | 490.10 |
| Clinton, Iowa & Clinton Railway | Clinton, Iowa | Clinton, Iowa | 81.34 | 81.34 |
| Chicago, Decorah & Minnesota R'y | Postville Junction, Iowa | Decorah, Iowa | 23.30 | 23.30 |
| Minneapolis & St. Louis | Madison Junction, Minnesota | Forest City | 7.22 | 7.22 |
| Total mileage operated | | | | 1,046.49 |
| Total mileage operated in Iowa* | | | | 870.85 |

*The main line of the Burlington, Cedar Rapids & Northern Railway runs from Burlington, Iowa, to Albert Lea, Minnesota, 252.21 miles; of these, 229.35 miles from Burlington to Manly Junction and from Northwood to the State line, Minnesota, is owned by the B., C. R. & N. R'y Co.; the distance between Manly Junction and Northwood, 11.20 miles, is owned by the Iowa Central Railway Company, but operated by the B., C. R. & N. R'y Co. under contract. The remainder of the main line from State line to Albert Lea, Minnesota, 12.57 miles in length, is owned by the Minneapolis & St. Louis Railway Company, but operated by the B., C. R. & N. R'y Co. operating the same under a perpetual lease. The main line with its branches (The Iowa City & Western Railway, the Waverly Branch, the Muscatine Division Branch, and the Pacific Junction Branch) from Burlington to What Cheer, a distance of 87.22 miles, with a branch from Thornburg to Montezuma, 15.8 miles. The main line of the Cedar Rapids, Iowa Falls & Northwestern Railway runs from Holland to Worthington, Minnesota, 181.51 miles, with the following branches:

1. From Dows to Madison Junction, 41.67 miles, and from there to Forest City, 7.22 miles. The latter part is owned by the Minneapolis & St. Louis Railway Company, but operated by the B., C. R. & N. R'y Co. under contract. From Lake Park, Iowa, to Watertown, Dakota, 164.12 miles.
2. From Ellsworth, Minnesota, to Sioux Falls, Dakota, 81.50 miles. The Clinton, Iowa & Clinton Railway runs from Iowa City to Clinton, Iowa, 79.2 miles, with branch lines to quarry of 2.74 miles. The Chicago, Decorah & Minnesota Railway runs from Postville Junction, a branch of the B., C. R. & N. R'y to Decorah, a distance of 23.3 miles. The Waverly Short Line Railway runs from three miles north of Winslow, a station on the main line of the B., C. R. & N. R'y, to Waverly, a distance of 5.68 miles.

†Including 11.20 miles leased from the Iowa Central Railway Company, 5.68 miles of the Waverly Short Line, and 7.22 miles of the Minneapolis & St. Louis Railway, which we operate jointly with that company.

## CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. June 30, 1880. | MARKET PRICE OF SHARES. Average for year. | DIVIDENDS DECLARED DURING YEAR. Rate. | DIVIDENDS DECLARED DURING YEAR. Amount. |
|---|---|---|---|---|---|---|---|
| COMMON— | | | | | | | |
| Burlington, Cedar Rapids & Northern Railway | $ 100.00 | $ 30,000,000.00 | $ 5,500,000.00 | | | | |
| Leased lines | 100.00 | 24,000,000.00 | 1,735,000.00 | | | | |
| PREFERRED—None. | | | | | | | |
| Total | | $ 54,000,000.00 | $ 7,235,000.00 | | | | |

The capital stock of the leased lines is $24,000,000, to be divided as follows:
Iowa City & Western Railway, amount authorized by articles of incorporation, $2,000,000. Issued 6,000 shares of $100 each.
C. R., I. F. & Northwestern Railway, amount authorized by vote of the company, $18,000,000. Issued 6,050 shares of $100 each.
Cedar Rapids & Clinton Railway, amount authorized by articles of incorporation, $2,000,000. Issued 3,000 shares of $100 each.
Chicago, Decorah & Minn. Railway, amount authorized by articles of incorporation, $2,000,000. Issued 2,300 shares of $100 each.

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | PARTICULARS AND EXPLANATIONS. |
|---|---|---|---|
| COMMON— | | | * Under the contract with the leased lines the controlling amount |
| Issued for cash | | | of stock is issued to the B., C. R. & N. R'y Co. out of which, from time |
| * Issued for construction | 17,350 | | to time, the stock is to be issued on the certificates of the county |
| PREFERRED—None. | | | treasurers for the local aid, under the law governing such. |
| COMMON— | | | † For each main line bond $800 in bonds and 7 shares of stock. |
| * Issued for reorganization | 55,000 | | For each Mil. Div. bond $500 in bonds and 5 shares of stock. |
| PREFERRED—None. | | | For each Mus. Div. bond $300 in bonds and 3 shares of stock. |
| | | | For each Pac. Div. bond $250 in bonds and 2½ shares of stock. |
| Total | 72,350 | | Reorganization was perfected July 22, 1876. |

| | | |
|---|---|---|
| Amount of stock per mile of road | | $ 7,166.66 |
| Amount of stock representing road in Iowa on mileage leases | | 6,131,358.63 |
| Amount of stock held in Iowa | | 10,900.00 |
| Total number of stockholders | 381 | |
| Number of stockholders in Iowa | 10 | |
| Funded debt representing the road in Iowa on 855.56 miles of road | | 12,525,655.06 |

## FUNDED DEBT.

### COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. Date of issue. | TIME. When due. | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | INTEREST. Rate. | INTEREST. When payable. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|---|---|---|---|---|---|
| First mortgage— | | | | | | | | | | |
| B., C. R. & N. R'y | June, 1877 | 1906 | | $ 6,500,000.00 | $ 6,500,000.00 | $ | .05 | June 1, Dec. 1 | $ 325,000.00 | $ 325,000.00 |
| Minn. & St. L. R'y | June, 1877 | 1920 | | 150,000.00 | 150,000.00 | | .07 | June 1, Dec. 1 | 10,500.00 | 10,500.00 |
| Iowa City & Western R'y | Sept., 1879 | 1909 | | 584,000.00 | 584,000.00 | 565,320.00 | .07 | Mar. 1, Sept. 1 | 40,880.00 | 40,880.00 |
| C. R., I. F. & N. W. R'y | Oct., 1880 | 1920 | | 825,000.00 | 825,000.00 | 793,125.00 | .06 | April 1, Oct. 1 | 49,500.00 | 49,500.00 |
| C. R., I. F. & N. W. R'y | Oct., 1880 | 1921 | | 1,905,000.00 | 1,905,000.00 | 1,700,875.00 | .05 | April 1, Oct. 1 | 95,250.00 | 95,250.00 |
| Consolidated Railway | April, 1884 | 1934 | | 5,000,000.00 | 5,000,000.00 | 4,116,802.50 | .05 | April 1, Oct. 1 | 250,000.00 | 250,000.00 |
| Total | | | | $ 14,964,000.00 | $ 14,964,000.00 | $7,166,722.50 | | | $ 771,130.00 | $ 771,130.00 |

### RECAPITULATION OF FUNDED DEBT.

| ACCOUNT. | Amount issued. | Amount outstanding. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|
| Bonds | $ 14,964,000.00 | $ 14,964,000.00 | $ 77,113,000.00 | $ 77,113,000.00 |
| Car trust obligations | | | | |
| Receiver's certificates | | | | |
| Total | $ 14,964,000.00 | $ 14,964,000.00 | $ 77,113,000.00 | $ 77,113,000.00 |

## CURRENT ASSETS AND LIABILITIES.

### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---|
| Cash | $ 129,473.69 |
| Bills receivable | 2,949.56 |
| Due from agents | 41,186.83 |
| Net traffic balances due from other companies | 72,719.24 |
| Due from solvent companies and individuals | 29,274.73 |
| *Other cash assets | 125,000.00 |
| Balance—current liabilities | 52,970.07 |
| Total | $ 328,699.12 |

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | |
|---|---|
| Audited vouchers and accounts | $ 328,699.12 |
| Wages and salaries | |
| Total | $ 328,699.12 |

*Materials and supplies on hand, $131,856.68.



### RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. To Railroads. | APPORTIONMENT. To other Properties. | AMOUNT PER MILE OF ROAD. Miles. | AMOUNT PER MILE OF ROAD. Amount. | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| *Capital stock | $ 7,255,000.00 | $ 7,255,000.00 | | 1,954.00 | $ 7,166.66 | Guaranteed bonds on 12.57 miles of road leased from the Minn. & St. L. R'y Co. No stock listed on above mileage by the B., C. R. & N. R'y Co. |
| Bonds | 14,964,000.00 | 14,964,000.00 | | 1,082.11 | 14,640.05 | |
| Car trust obligations | | | | | | |
| Receiver's certificate | | | | | | |
| Total | $ 22,199,000.00 | $ 22,199,000.00 | | | $ 21,806.00 | |
| *Total miles owned by the Burlington, Cedar Rapids & Northern, proper | | | | | | 468.82 |
| Its capital stock is | | | | | | $ 5,500,000.00 |
| Its funded debt | | | | | | 6,560,000.00 |
| Its proportion of current liabilities on mileage basis | | | | | | 128,168.47 |
| Total | | | | | | $ 12,138,168.47 |
| Amount per mile of road, $25,734.44. | | | | | | |

### MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN INCOME ACCOUNT.

| NAME OF ROAD. | CAPITAL STOCK. | FUNDED DEBT. | CURRENT LIABILITIES. | TOTAL. | AMOUNT PER MILE OF ROAD. Miles. | AMOUNT PER MILE OF ROAD. Amount. |
|---|---|---|---|---|---|---|
| Burlington, Cedar Rapids & Northern Railway | $ 5,500,000.00 | $ 6,560,000.00 | $ | $ 12,060,000.00 | $ | $ |
| Minneapolis & St. Louis Railway | | 150,000.00 | | 150,000.00 | | |
| Iowa City & Western Railway | 600,000.00 | 584,000.00 | | 1,184,000.00 | | |
| Cedar Rapids, Iowa Falls & Northwestern Railway | 660,000.00 | 2,730,000.00 | | 3,355,000.00 | | |
| Cedar Rapids Belt Railway | | 5,000,000.00 | | 5,000,000.00 | | |
| Cedar Rapids & Clinton Railway | 280,000.00 | | | 280,000.00 | | |
| Chicago, Decorah & Minnesota Railway | 550,000.00 | | | 550,000.00 | | |
| | | | 328,699.12 | 328,699.12 | | |
| Grand total | $ 7,595,000.00 | $ 14,964,000.00 | $ 328,699.12 | $ 22,587,699.12 | 1,082.11 | $ 22,940.37 |
| Total for Iowa | | | $ | $ 18,556,418.15 | | |

## PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. Included in operating expenses. | Not included in operating expenses. | Total expenditures. | Credits property and material sold. | Differences or net additions to property, etc. |
|---|---|---|---|---|---|
| CONSTRUCTION— | | | | | |
| Fences | $ | $ 29,995.95 | $ 29,995.95 | $ | $ 29,995.95 |
| Grading and bridge and culvert masonry | | 14,267.84 | 14,267.84 | | 14,267.84 |
| Bridges and trestles | | 29,000.00 | 29,000.00 | | 29,000.00 |
| Other superstructure | | 8,850.90 | 2,850.90 | | 2,850.90 |
| Buildings, furniture and fixtures | | 2,317.24 | 2,317.24 | | 2,317.24 |
| Shop machinery and tools | | 8,346.75 | 8,346.75 | | 8,346.75 |
| Sidings and yard extensions | | 14,572.87 | 14,572.87 | | 14,572.87 |
| Expended on account leased lines | | 66,925.92 | 66,925.92 | | 66,925.92 |
| Other items | | 1,382.07 | 1,382.07 | | 1,382.07 |
| Total construction | | $ 175,659.54 | $ 175,659.54 | | $ 175,659.54 |
| EQUIPMENT— | | | | | |
| Floating equipment | | 4,200.00 | 4,200.00 | | 4,200.00 |
| Total equipment | | $ 4,200.00 | $ 4,200.00 | | $ 4,200.00 |
| Grand total construction and equipment | | 179,859.54 | 179,859.54 | | 179,859.54 |

Expended for construction and equipment in Iowa on mileage basis, $156,935.27.

## COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888. | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| CONSTRUCTION | $ 19,947,247.21 | $ | $ 19,947,249.21 | $ 19,621.30 |
| Fences, including snow fences, $6,209.51 | | 29,995.95 | 29,995.95 | |
| Grading and bridge and culvert masonry | | 14,267.84 | 14,267.84 | |
| Rails | | 29,000.00 | 29,000.00 | |
| Other superstructure | | 8,850.90 | 8,850.90 | |
| Buildings, furniture and fixtures | | 2,317.24 | 2,317.24 | |
| Shop machinery and tools | | 8,346.75 | 8,346.75 | |
| Sidings and yard extensions | | 14,572.87 | 14,572.87 | |
| Road built by contract, expended on account of leased lines | | 66,925.92 | 66,925.92 | |
| Other items | | 1,382.07 | 1,382.07 | |
| Total construction | $ 19,947,247.21 | $ 175,659.54 | $ 20,122,906.75 | $ 19,687.61 |
| EQUIPMENT | | | | |
| Floating equipment | 3,453,454.84 | | 3,453,454.84 | |
| | | 4,200.00 | 4,200.00 | |
| Total equipment | $ 3,453,454.84 | $ 4,200.00 | $ 3,457,654.84 | $ 3,382.85 |
| Grand total cost construction and equipment | 23,400,702.05 | 179,859.54 | 23,580,564.59 | 23,070.47 |

Grand total cost construction and equipment in Iowa on mileage basis, $19,738,393.31.



## INCOME ACCOUNT.

| | | |
|---|---|---|
| Gross earnings from operation | $ 2,872,793.95 | |
| Less operating expenses | 1,931,194.23 | |
| Income from operation | | $ 941,599.72 |
| Rental of tracks, yards and terminals | $ 4,200.00 | |
| Miscellaneous income | 50,950.76 | |
| Income from other sources | | 55,150.76 |
| Total income | | $ 996,750.48 |
| Deductions from income: | | |
| Interest on funded debt (accrued) | $ 771,130.00 | |
| Rentals, including tracks, yards and terminals | 18,350.00 | |
| Taxes | 86,915.62 | |
| Total deductions from income | | $ 876,395.62 |
| Net income | | $ 120,363.86 |
| Surplus from operations of year ending June 30, 1889 | | $ 120,363.86 |
| Deficit on June 30, 1889 | | 79,214.02 |
| Surplus on June 30, 1889 | | $ 41,149.84 |
| Taxes paid in Iowa | ( $ 81,225.86) | |

## EARNINGS FROM OPERATION.

| | | | |
|---|---|---|---|
| PASSENGER: | | | |
| Passenger revenue | | | $ 701,136.86 |
| Mail | $ | 64,041.60 | |
| Express | | 58,800.00— | 122,841.60 |
| *Extra baggage | $ 8,535.47 | | |
| Total passenger earnings | | | $ 853,978.46 |
| FREIGHT: | | | |
| Total freight earnings | | | $ 2,018,815.49 |
| Total passenger and freight earnings | | | $ 2,872,794.95 |
| OTHER EARNINGS FROM OPERATION: | | | |
| †Car mileage | $ 22,020.05 | | |
| Total gross earnings from operation | | | $ 2,879,799.95 |
| Total gross earnings from operation in Iowa | | | 2,663,775.98 |

## OPERATING EXPENSES, EARNINGS, ETC.

| | |
|---|---|
| Operating expenses per mile of road (except taxes and rentals) | $ 1,845.56 |
| Operating expenses per train mile, cents | 68.041 |
| ‡Proportion of operating expenses and taxes for Iowa | 1,666,877.73 |
| Percentage of expenses to earnings | 67.22 |
| Net earnings per train mile, per cent | 33.175 |
| Percentage of net earnings to stock and debt | .534 |
| Percentage of net earnings to cost of road and equipment | .51 |
| Surplus at the commencement of the year | 79,214.02 |
| Surplus at the close of the year | 120,363.86 |

*The amount of $8,535.47 extra baggage is included in the $701,136.86 passenger earnings.

†The above $22,020.05 car mileage balance forms part of the $50,544.51 miscellaneous earnings as shown in the general balance sheet.

‡On mileage basis no separate accounts of expense for Minnesota and Dakota are kept.

STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|---|---|---|---|
| Iowa City & Western Railway, 6,000 shares | $ 600,000.00 | .... | ..... |
| Cedar Rapids, Iowa Falls & Northwest'rn R'y, 6,050 shares | 605,000.00 | .... | ..... |
| Cedar Rapids & Clinton Railway, 3,000 shares | 300,000.00 | .... | ..... |
| Chicago, Decorah & Minnesota Railway, 2,300 shares | 230,000.00 | .... | ..... |
| Total | $ 1,735,000.00 | .... | ..... |

Under the contract with the leased lines, the controlling amount of stock is issued to the Burlington, Cedar Rapids & Northern Railway Company, 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.

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

| DESCRIPTION OF PROPERTY. | SITUATION OF PROPERTY LEASED. | NAME OF COMPANY USING PROPERTY LEASED. | ITEM. |
|---|---|---|---|
| TRACKS— | | | |
| A third rail | From Burlington to Mediapolis, Des Moines county | B. & N. W. R'y Co. | $ 4,200.00 |
| Total | | | $ 4,200.00 |

MISCELLANEOUS INCOME.

| ITEM. | Gross income. | Less expenses. | Net miscellaneous income. |
|---|---|---|---|
| Lots leased and sold | $ 615.25 | ..... | $ 615.25 |
| Miscellaneous receipts | 50,344.51 | ..... | 50,344.51 |
| Total | $ 50,959.76 | ..... | $ 50,959.76 |



OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | $ 128,769.37 | $ 214,615.63 | $ 343,385.00 |
| Renewals of rails | 1,071.37 | 1,785.62 | 2,856.99 |
| Renewals of ties | 42,566.04 | 70,983.44 | 113,589.48 |
| Repairs of bridges and culverts | 40,023.67 | 66,706.14 | 106,729.81 |
| Repairs of fences, road-crossings, signs, and cattle-guards | 9,802.27 | 16,337.12 | 26,139.19 |
| Repairs of buildings | 12,337.54 | 22,938.54 | 35,276.08 |
| Repairs of telegraph | 1,338.55 | 2,230.92 | 3,569.47 |
| Other expenses | 2,474.13 | 4,123.56 | 6,597.69 |
| Total | $ 238,412.94 | $ 399,730.97 | $ 638,143.91 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | $ 43,977.15 | $ 76,354.35 | $ 120,331.50 |
| Repairs and renewals of passenger cars | 37,278.03 | ..... | 37,278.03 |
| Repairs and renewals of freight cars | ..... | 83,008.47 | 83,008.47 |
| Shop machinery, tools, etc | 3,456.79 | 5,761.34 | 9,218.13 |
| Other expenses | 4,530.11 | 7,550.19 | 12,080.30 |
| Total | $ 89,242.08 | $ 172,674.35 | $ 261,916.43 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of enginemen, firemen, and roundhousemen | $ 87,939.48 | $ 139,312.49 | $ 227,241.97 |
| Fuel for locomotives | 61,647.56 | 108,791.85 | 170,439.35 |
| Water-supply for locomotives | 5,979.09 | 9,965.16 | 15,944.25 |
| All other supplies for locomotives | 3,880.75 | 6,797.60 | 10,678.35 |
| Wages of other trainmen | 42,672.83 | 88,406.67 | 131,079.50 |
| All other train supplies | 11,176.63 | 16,412.30 | 27,588.93 |
| Wages of switchmen, flagmen, and watchmen | ..... | 29,603.20 | 29,603.20 |
| Expense of telegraph, including train dispatchers and operators | 14,628.84 | 39,759.61 | 54,388.45 |
| Wages of station agents, clerks and laborers | 33,205.98 | 114,702.07 | 147,908.05 |
| Station supplies | 13,491.26 | 23,406.51 | 36,897.77 |
| Car mileage—balance | 9,171.53 | ..... | 9,171.53 |
| Loss and damage | 3,164.02 | 10,658.01 | 13,822.03 |
| Other expenses | 1,412.75 | 428.86 | 1,841.61 |
| Total | $ 288,360.16 | $ 588,244.33 | $ 876,604.49 |
| GENERAL EXPENSES— | | | |
| Salaries of officers | $ 16,382.01 | $ 27,303.37 | $ 43,685.38 |
| Salaries of clerks | 16,473.78 | 27,466.31 | 43,940.09 |
| General office expenses and supplies | 2,910.76 | 4,851.77 | 7,762.53 |
| Agencies, including salaries and rent | 2,655.03 | 1,525.69 | 4,180.72 |
| Advertising | 5,087.36 | 23.67 | 5,111.03 |
| Commissions | 19,564.69 | 952.09 | 20,516.78 |
| Insurance | 2,863.50 | 4,672.50 | 7,476.00 |
| Expense of traffic associations | ..... | 3,519.56 | 3,519.56 |
| Rentals not otherwise provided for | 3,802.36 | 245.83 | 4,048.09 |
| Legal expenses | 2,870.88 | 4,784.82 | 7,655.70 |
| Stationery and printing | 1,737.00 | 2,896.67 | 4,634.66 |
| Other general expenses | 528.51 | 880.85 | 1,409.36 |
| Total | $ 73,416.77 | $ 79,112.63 | $ 154,529.40 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | $ 238,412.94 | $ 399,730.97 | $ 638,143.91 |
| Maintenance of equipment | 89,242.08 | 172,674.35 | 261,916.43 |
| Conducting transportation | 288,360.16 | 588,244.33 | 876,604.49 |
| General expenses | 73,416.77 | 79,112.63 | 154,529.40 |
| Grand total | $ 691,431.95 | $ 1,239,762.28 | $ 1,931,194.23 |
| OPERATING EXPENSES FOR IOWA— | | | |
| On earnings basis | $ 552,270.81 | $ 1,238,409.82 | $ 1,790,680.53 |
| On train mileage basis | 643,031.71 | 1,152,978.92 | 1,796,010.63 |
| Percentage of operating expenses to earnings | | | 67.22 |

How many miles of fencing have you on your road in Iowa?
Double fencing, 872.61.

What is the average cost per mile?
Double fencing, $320.

What is the total cost of the same?
$279,235.20.

How many miles of new fencing have you built during the year?
103.55.

Give the number of miles needed in Iowa to complete your fencing:
57.46.

## RENTS PAID FOR LEASE OF ROAD.

| NAME OF ROAD. | INTEREST ON BONDS GUARANTEED. | DIVIDENDS ON STOCK GUARANTEED. | CASH. | TOTAL. |
|---|---|---|---|---|
| Minn. & St. Louis R'y | $ 10,500.00 | (owned by B., C. R. & N.) | | $ 10,500.00 |
| Iowa Central R'y | | | $ 14,000.00 | 14,000.00 |
| Total | $ 10,500.00 | | $ 14,000.00 | $ 24,500.00 |

## RENTS PAID FOR LEASE OF OTHER PROPERTY.

| DESIGNATION AND SITUATION OF PROPERTY LEASED. | NAME OF COMPANY OWNING PROPERTY LEASED. | TOTAL. |
|---|---|---|
| TRACKS— | | |
| From Madison Junc. to Forest City | Minn. & St. L. R'y | $ 3,150.00 |
| TERMINALS— | | |
| At Muscatine | C., R. I. & P. R'y | 1,200.00 |
| Total | | $ 4,350.00 |
| Grand total rentals paid | | $ 18,350.00 |

## GENERAL BALANCE SHEET.

### DEBIT.

| | |
|---|---|
| Cost of road | $ 20,122,006.75 |
| Cost of equipment | 3,457,654.84 |
| Stocks of other companies owned | 1,735,000.00 |
| Other permanent investments | 223,253.25 |
| Materials and supplies | 131,858.68 |
| Profit and loss (personal injury) | 28,889.08 |
| Total | $ 25,699,562.70 |

### CREDIT.

| | |
|---|---|
| Capital stock | $ 7,235,000.00 |
| Funded debt | 14,964,000.00 |
| Current liabilities | 52,970.70 |
| Accrued interest on funded debt not yet payable (add improvement and equipment) | 2,901,138.73 |
| Balance net earnings | 405,404.14 |
| Miscellaneous earnings | 50,344.51 |
| Lots leased and sold | 615.25 |
| Total | $ 25,699,562.70 |



## CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

### RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| NET INCOME: | | |
| From operation | $ 941,560.72 | |
| From other sources | 55,189.76 | |
| Total | $ 996,750.48 | $ 996,750.48 |
| INCREASE IN LIABILITIES: | | |
| Increase in current liabilities | $ 294,914.10 | |
| Total | $ 294,914.10 | $ 294,914.10 |
| MISCELLANEOUS: | | |
| All other sources | $ 184,547.03 | |
| Total | $ 184,547.03 | $ 184,547.03 |
| Grand total | | $ 1,476,220.61 |

### RESOURCES ACCOUNTED FOR.

| | | |
|---|---|---|
| FIXED CHARGES: | | |
| Interest on funded debt paid | $ 771,130.00 | |
| Commission on interest paid | 2,942.56 | |
| Rentals | 18,350.00 | |
| Taxes | 86,915.62 | |
| Total | | $ 879,338.18 |
| BETTERMENTS TO PROPERTY: | | |
| Expense on account of leased lines | $ 66,925.92 | |
| Other permanent improvements | 108,733.62 | |
| Additional equipment | 4,200.00 | |
| Total | $ 179,859.54 | |
| DECREASE IN LIABILITIES: | | |
| Decrease in material account | $ 62,563.86 | |
| Total | | $ 62,563.86 |
| MISCELLANEOUS: | | |
| Other expenditures | $ 108,129.71 | |
| Total | | $ 108,129.71 |
| Balance | | 246,329.32 |
| Grand total | | $ 1,476,220.61 |

## CONTRACTS, AGREEMENTS, ETC.

### EXPRESS COMPANIES.

The United States Express Company operates all the lines of the Burlington, Cedar Rapids & Northern Railway, at a monthly payment of $4,900.00 per month, or $58,800.00 per year. If 40 per cent of their gross earnings exceed this sum, then the excess has to be turned over to the B., C. R. & N. R'y Co.

### MAILS.

No fixed contract. The rate of compensation for carrying United States mail is based upon the weighing of mail for periods fixed by the government.

### SLEEPING, PARLOR OR DINING CAR COMPANIES.

Sleeping cars are owned by the Pullman Palace Car Co. The Burlington, Cedar Rapids & Northern pays for the use of such cars 3 cents per mile. This contract expires March 7, 1893.

### OTHER RAILROAD COMPANIES.

Running arrangement has been made with the Minneapolis & St. Louis Railway between Madison Junction and Forest City, with the use of depot facilities, at a monthly payment of $262.50. Contract expires August 1, 1892.

Freight traffic arrangement has been made with the following railways:

Chicago, Rock Island & Pacific.
Chicago, Burlington & Quincy.
Chicago & Northwestern.
Chicago, Milwaukee & St. Paul.
Minneapolis & St. Louis.
Iowa Central.
Illinois Central and its tributaries.

Joint through freight traffic has been effected with the following railways:

Minneapolis & St. Louis.
Chicago, Rock Island & Pacific.
Chicago, Burlington & Quincy and its tributaries.

### TELEGRAPH COMPANIES.

The Western Union Telegraph Company owns, controls and manages all lines on the Burlington, Cedar Rapids & Northern Railway, upon the following conditions:

All messages of the officers and agents of the railway company, pertaining strictly to its railway business, shall be transmitted free of charge upon said line of railway, and between Burlington and Cedar Rapids and Chicago.

The telegraph company agrees to issue to such officers of the railway company as may be designated by the President or General Superintendent thereof annual franks, authorizing the free transmission of messages relating strictly to the railway business covered by said agreement, originating at and destined to points on the telegraph company's lines in the United States, beyond the limits above named, to an amount not exceeding $3,500 per annum for the present mileage of 1,046 miles of railway owned, and $6.00 per annum additional for each additional mile of railroad so owned, leased or controlled, etc.

This agreement continues in force until December 7, 1894.

## SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | |
|---|---|---|---|
| | From— | To— | Miles. |
| First mortgage | Burlington | State Line | 208.8 |
| First mortgage | Vinton | Holland | 47.4 |
| First mortgage | Lewis Junction | Postville | 94.1 |
| First mortgage | Muscatine | Riverside | 20.7 |
| First mortgage | Iowa City | What Cheer | 733.93 |
| First mortgage | Iowa City | Montezuma | |
| First mortgage | Holland | Worthington | 182.60 |
| First mortgage | Lake Park | Watertown | 163.116 |
| First mortgage | Dows | Madison | 41.07 |
| First mortgage | Ellsworth | Sioux Falls | 92.27 |
| First mortgage | Postville | Decorah | 23.5 |
| First mortgage | Clinton | Iowa City | 81.65 |
| Total | | | 987.909 |



## EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers | 15 | $ 43,685.38 | $ |
| General office clerks | 68 | 37,613.49 | 1.77 |
| Station agents | 153 | 91,551.64 | 1.75 |
| Other stationmen | 134 | 40,483.81 | 1.50 |
| Enginemen | 80 | 99,855.75 | 3.50 |
| Firemen | 92 | 60,347.55 | 2.05 |
| Conductors | 92 | 58,218.00 | 3.00 |
| Other trainmen | 155 | 73,946.25 | 1.75 |
| Machinists | 132 | 98,046.00 | 2.25 |
| Carpenters | 114 | 74,090.95 | 2.12 |
| Other shopmen | 308 | 110,676.80 | 1.70 |
| Section foremen | 175 | 82,162.50 | 1.50 |
| Other trackmen | 760 | 205,383.19 | 1.15 |
| Switchmen, flagmen and watchmen | 18 | 7,324.20 | 1.20 |
| Telegraph operators and dispatchers | 87 | 58,546.65 | 2.15 |
| Employes—account floating equipment | 66 | 20,266.30 | 1.25 |
| All other employes and laborers | 199 | 83,205.00 | 1.50 |
| Total | 2,508 | $ 1,254,350.46 | |
| Less 70 operators acting as agents | 70 | | |
| | 2,438 | | |
| DISTRIBUTION OF ABOVE: | | | |
| General administration | | 81,268.87 | |
| Maintenance of way and structures | | 383,802.65 | |
| Maintenance of equipment | | 298,788.10 | |
| Conducting transportation | | 488,469.84 | |
| Total | | $ 1,254,350.46 | |

## EMPLOYES IN IOWA.

| | |
|---|---|
| Number of employes in Iowa | 2,204 |
| Amount paid employes in Iowa | $ 1,141,797.77 |

## STATEMENT OF PASSENGERS AND AMOUNTS FURNISHED BY EACH BRANCH LINE TO MAIN LINE.

| NAME. | LOCAL. | | THROUGH. | | TOTAL. | |
|---|---|---|---|---|---|---|
| | Passenger. | Amounts. | Passenger. | Amounts. | Passenger. | Amounts. |
| Milwaukee | 8,142 | $ 1,631.52 | 2,114 | $ 2,434.11 | 10,256 | $ 4,065.63 |
| Muscatine | 873 | 615.12 | 476 | 814.06 | 1,349 | 1,429.18 |
| Iowa City | 8,102 | 6,427.63 | 916 | 2,050.02 | 9,018 | 8,477.25 |
| Pacific | 3,905 | 3,035.48 | 748 | 1,370.74 | 4,653 | 4,406.22 |
| Iowa Falls | 2,220 | 2,254.57 | 2,154 | 3,422.98 | 4,376 | 6,677.55 |
| Decorah | 374 | 167.15 | 188 | 284.50 | 562 | 451.68 |
| Clinton | 1,685 | 1,327.02 | 656 | 685.09 | 2,341 | 2,012.11 |
| Total | 25,303 | $ 15,458.29 | 7,252 | $ 11,450.83 | 32,555 | $ 26,909.12 |

PERCENTAGES OF PASSENGERS, INTER-STATE AND LOCAL, RECEIVED AT STATIONS AS NAMED BELOW.

EXHIBIT "A."

| STATIONS. | Local. | Inter-State. | STATIONS. | Local. | Inter-State. |
|---|---|---|---|---|---|
| Burlington, U. D | .65 | .35 | Round Lake | .72 | .28 |
| Burlington | .74 | .26 | Worthington | .62 | .38 |
| Latty | 1.00 | | Ocheyedan | .80 | .20 |
| Sperry | 1.00 | | Sibley | .97 | .03 |
| Mediapolis | .96 | .04 | Little Rock | | |
| Linton | 1.00 | | State Line | .96 | .04 |
| Morning Sun | .82 | .18 | Ellsworth | | |
| Wapello | .95 | .05 | State Line | .52 | .48 |
| Bard | 1.00 | | Rock Rapids | 1.00 | |
| Columbus Junction | .92 | .08 | Lester | .52 | .48 |
| Port Allen | 1.00 | | Larchwood | .51 | .49 |
| Cone | .99 | .01 | Granite | | |
| Nichols | .98 | .02 | State Line | 1.00 | |
| West Liberty | .90 | .10 | Springdale | .53 | .47 |
| Centerdale | .92 | .08 | Sioux Falls | .50 | .50 |
| West Branch | .96 | .04 | Kanaranzi | .54 | .46 |
| Oasis | .98 | .02 | Luverne | 1.00 | |
| Elmira | .91 | .09 | Hardwick | .53 | .47 |
| Morse | .97 | .03 | Trosky | .54 | .46 |
| Solon | .98 | .02 | Pipestone | 1.00 | |
| Ely | .77 | .23 | Cazenovia | | |
| Cedar Rapids | 1.00 | | Altoona | 1.00 | |
| Linn | .97 | .03 | Ward | | |
| Palo | .97 | .03 | State Line | .85 | .15 |
| Shellsburg | | | Elkton | .94 | .06 |
| Greasers | .76 | .24 | Bushnell | .74 | .26 |
| Vinton | .96 | .04 | Whites | .87 | .13 |
| Mt. Auburn | .82 | .18 | Toronto | | |
| La Porte | 1.00 | | Brandt | .90 | .10 |
| Washburn | .80 | .20 | Clear Lake | .76 | .24 |
| Waterloo | .71 | .29 | Palmer | .69 | .31 |
| Cedar Falls | | | Watertown | 1.00 | |
| Norris | .96 | .04 | Toddville | .78 | .22 |
| Winslow | | | Center Point | .95 | .05 |
| Waverly Junction | .73 | .27 | Walker | .99 | .01 |
| Waverly | .53 | .47 | Rowley | .73 | .27 |
| Shell Rock | .72 | .28 | Independence | 1.00 | |
| Clarksville | | | Bryant | .98 | .02 |
| Roots | .67 | .33 | Hazleton | .94 | .06 |
| Greene | .88 | .12 | Delweln | .96 | .04 |
| Marble Rock | .72 | .28 | Maynard | .90 | .10 |
| Rockford | .85 | .15 | Randalla | 1.00 | |
| Nora Junction | .82 | .18 | Donnan | .79 | .21 |
| Rock Falls | .93 | .07 | West Union | 1.00 | |
| Plymouth Junction | .84 | .16 | Brainard | .96 | .04 |
| Manly Junction | .95 | .05 | Elgin | .95 | .05 |
| Kensett | .73 | .27 | Clermont | 1.00 | |
| Northwood | | | Junction | .70 | .30 |
| State Line | .98 | .02 | Postville | 1.00 | |
| Gordonsville | .97 | .03 | Castalia | .87 | .13 |
| Glenville | .65 | .35 | Ossian | .84 | .16 |
| Albert Lea | .93 | .07 | Nordness | .76 | .24 |
| Garrison | .97 | .03 | Decorah | 1.00 | |
| Dysart | .82 | .18 | Graham | 1.00 | |
| Traer | .97 | .03 | Plato | .97 | .03 |
| Reinbeck | .80 | .20 | Buchanan | .82 | .18 |
| Morrison | .80 | .20 | Tipton | .75 | .25 |
| Grundy Center | .97 | .03 | Bennet | 1.00 | |
| Holland | .96 | .04 | New Liberty | .98 | .02 |
| Wells | .99 | .01 | Dixon | 1.00 | |
| Cleves | 1.00 | | Cadda | 1.00 | |
| Abbott | .97 | .03 | Noels | .98 | .02 |
| Robertson | .86 | .14 | Martin | .94 | .06 |
| Iowa Falls | 1.00 | | McCausland | .94 | .06 |
| Popejoy | .94 | .06 | Folletts | .88 | .12 |
| Dows | 1.00 | | Camanche | .90 | .10 |
| Rowen | .94 | .06 | Clinton | .85 | .15 |
| Belmond | .98 | .02 | Muscatine | 1.00 | |
| Goodell | | | Bayfield | | |



PERCENTAGES OF PASSENGERS, ETC.—CONTINUED.

| STATIONS. | Local. | Inter-State. | STATIONS. | Local. | Inter-State. |
|---|---|---|---|---|---|
| Garner | .67 | .33 | Adams | 1.00 | |
| Mayfield | 1.00 | | Lone Tree | .99 | .01 |
| Forest City | .93 | .07 | Iowa River | 1.00 | |
| Galt | .96 | .04 | Iowa Junction | 1.00 | |
| Clarion | .89 | .11 | Riverside | .83 | .17 |
| Holmes | 1.00 | | Kalona | .98 | .02 |
| Goldfield | .99 | .01 | Wellman | .87 | .13 |
| Hardy | .87 | .13 | Nira | .95 | .05 |
| Livermore | .96 | .04 | Kinross | .99 | .01 |
| Rodo | .94 | .06 | South English | .88 | .12 |
| West Bend | .99 | .01 | Webster | .98 | .02 |
| Rodman | 1.00 | | Keswick | .95 | .05 |
| Emmetsburg | .79 | .21 | Thornburg Junction | | |
| Blairgowrie | 1.00 | | Thornburg | .99 | .01 |
| Graettinger | 1.00 | | What Cheer | .67 | .33 |
| Wallingford | 1.00 | | Nassau | .94 | .06 |
| Estherville | .90 | .10 | Barnes City | .91 | .09 |
| Superior | 1.00 | | Montezuma | .85 | .15 |
| Hotel Orleans | .95 | .05 | Hill's Siding | 1.00 | |
| Spirit Lake | .78 | .22 | McDaneld | | |
| Lake Park | .92 | .08 | Iowa City | .87 | .13 |
| State Line | | | | | |

What per cent does the local passenger business of Iowa bear to the local passenger business of the entire line?

Five hundred and twenty-one thousandths.

What per cent does local passenger business of Iowa bear to passenger business originating on your line in Iowa and passing outside the State?

Eight hundred and nineteen thousandths.

What per cent does local passenger business of Iowa bear to business originating outside the State and destined to points within the State?

Seven thousand three hundred and thirty-eight ten thousandths.

What per cent does local passenger business bear to passenger business moved across the State from points outside to points outside the State?

Seven thousand nine hundred and fifteen ten thousandths.

What per cent of passenger business at each station on your road is local and what per cent inter-State?

As per statement "A."

What proportion of earnings is credited to Iowa on business passing across the State from points beyond to points beyond the State?

Nine thousand and seventy ten thousandths.

What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

Nine thousand five hundred and sixty-seven ten thousandths.

What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?

Seven thousand one hundred and eighty-one ten thousandths.

Give the amount and kind of passengers furnished by each branch line to your main line:

As per statement "B."

PERCENTAGES OF FREIGHT, INTER-STATE AND LOCAL, RECEIVED AT STATIONS, AS NAMED BELOW.

| STATIONS. | Local. | Inter-State. | STATIONS. | Local. | Inter-State. |
|---|---|---|---|---|---|
| Burlington | .88 | .12 | Round Lake | .95 | .05 |
| Latty | | | Worthington | .98 | .02 |
| Sperry | .19 | .81 | Ocheyedan | .40 | .60 |
| Mediapolis | .45 | .55 | Sibley | .44 | .56 |
| Linton | .38 | .62 | Little Rock | .35 | .65 |
| Morning Sun | .34 | .66 | State Line | | |
| Wapello | .22 | .78 | Ellsworth | .86 | .14 |
| Bard | .01 | .99 | State Line | | |
| Columbus Junction | .94 | .06 | Rock Rapids | .74 | .26 |
| Port Allen | | | Lester | .91 | .09 |
| Cone | .15 | .85 | Larchwood | .70 | .30 |
| Nichols | .25 | .75 | Granite | .11 | .89 |
| West Liberty | .986 | .014 | State Line | | |
| Centerdale | .14 | .86 | Springdale | .73 | .27 |
| West Branch | .34 | .66 | Sioux Falls | 1.00 | |
| Oasis | .42 | .58 | Kanaranzi | .72 | .28 |
| Elmira | | | Laverne | .96 | .04 |
| Morse | .29 | .71 | Hardwick | .78 | .22 |
| Solon | .25 | .75 | Trosky | .78 | .22 |
| Ely | .37 | .63 | Pipestone | .93 | .07 |
| Cedar Rapids | .51 | .49 | Cazenovia | .78 | .22 |
| Lina | | | Altoona | 1.00 | |
| Palo | .90 | .10 | Ward | 1.00 | |
| Shellsburg | .28 | .72 | State Line | | |
| Greasers | | | Elkton | .91 | .09 |
| Vinton | .63 | .37 | Bushnell | .97 | .03 |
| Mt. Auburn | .17 | .83 | Whites | .93 | .07 |
| La Porte | .41 | .59 | Toronto | .82 | .18 |
| Washburn | .03 | .97 | Brandt | .69 | .31 |
| Waterloo | .78 | .22 | Clear Lake | .82 | .18 |
| Cedar Falls | .52 | .48 | Palmer | .61 | .39 |
| Norris | | | Watertown | .96 | .04 |
| Winslow | .14 | .86 | Toddville | .01 | .99 |
| Waverly Junction | | | Center Point | .35 | .65 |
| Waverly | .68 | .32 | Walker | .27 | .73 |
| Shell Rock | .64 | .36 | Rowley | .35 | .65 |
| Clarksville | .59 | .41 | Independence | .28 | .72 |
| Roots | | | Bryant | .31 | .69 |
| Greene | .57 | .43 | Hazelton | .22 | .78 |
| Marble Rock | .69 | .31 | Oelwein | .48 | .52 |
| Rockford | .59 | .41 | Maynard | .45 | .55 |
| Nora Junction | .27 | .73 | Randalia | .44 | .56 |
| Rock Falls | .59 | .41 | Donnan | | 1.00 |
| Plymouth Junction | .42 | .58 | West Union | .51 | .49 |
| Manly Junction | .38 | .62 | Ernhard | .08 | .92 |
| Kensett | .72 | .28 | Elgin | .42 | .58 |
| Northwood | .68 | .32 | Clermont | .82 | .18 |
| State Line | | | Junction | | |
| Gordonsville | .91 | .09 | Postville | .49 | .51 |
| Glenville | .98 | .02 | Castalia | .80 | .20 |
| Albert Lea | .002 | .002 | Ossian | .74 | .26 |
| Garrison | .20 | .80 | Nordness | .23 | .77 |
| Dysart | .43 | .57 | Decorah | .57 | .43 |
| Truer | .33 | .67 | Graham | | 1.00 |
| Reinbeck | .47 | .53 | Plato | .15 | .85 |
| Morrison | .26 | .74 | Buchanan | .11 | .89 |
| Grundy Center | .40 | .60 | Tipton | .28 | .72 |
| Holland | .26 | .74 | Bennett | .23 | .77 |
| Wells | .60 | .40 | New Liberty | .30 | .70 |
| Cleves | .62 | .37 | Dixon | .28 | .72 |
| Abbott | .65 | .35 | Cadda | .83 | .17 |
| Robertson | .56 | .44 | Noels | .08 | .92 |
| Iowa Falls | .50 | .50 | Martin | .06 | .94 |
| Carleton | .65 | .35 | McCausland | .59 | .41 |
| Dows | .63 | .37 | Folletts | .45 | .55 |
| Rowen | .51 | .49 | Camanche | .40 | .60 |
| Belmond | .60 | .40 | Clinton | .96 | .04 |
| Goodell | .41 | .59 | Mascatine | .96 | .04 |
| Garner | .71 | .29 | Bayfield | | |



PERCENTAGES OF FREIGHT—CONTINUED.

| STATIONS. | Inter-State. | Local. | STATIONS. | Inter-State. | Local. |
|---|---|---|---|---|---|
| Madison | .46 | .54 | Adams | .91 | .09 |
| Forest City | .89 | .11 | Lone Tree | .25 | .75 |
| Galt | .33 | .67 | Iowa River | .07 | .93 |
| Clarion | .45 | .55 | Iowa Junction | | 1.00 |
| Holmes | 1.00 | | Riverside | .25 | .75 |
| Goldfield | .32 | .68 | Kalona | .23 | .77 |
| Hardy | .45 | .55 | Wellman | .21 | .79 |
| Livermore | .98 | .02 | Nira | .17 | .83 |
| Bode | .53 | .47 | Kinross | .24 | .76 |
| West Bend | .48 | .52 | South English | .21 | .79 |
| Rodman | .41 | .59 | Webster | .11 | .89 |
| Emmetsburg | .47 | .53 | Keswick | .18 | .82 |
| Blairgowrie | | | Thornburg Junction | | |
| Graettinger | .49 | .51 | Thornburg | .24 | .76 |
| Wallingford | .32 | .68 | What Cheer | .27 | .73 |
| Estherville | .50 | .50 | Nassau | .25 | .75 |
| Superior | .58 | .42 | Barnes City | .12 | .88 |
| Hotel Orleans | | | Montezuma | .15 | .85 |
| Spirit Lake | .40 | .60 | Hill's Siding | | 1.00 |
| Lake Park | .34 | .66 | McDaniel | | |
| State Line | | | Iowa City | .50 | .50 |

Average number of tons in cars when shipped in car lots:
Thirteen and five thousand three hundred and three ten thousandths.

Average number of tons in cars when shipped in less than car lots:
Don't know; any amount from five tons and upward.

What per cent does the local freight business of Iowa, bear to freight business of the entire line?
One and two thousand and thirty-nine ten thousandths.

What per cent does local freight business of Iowa bear to freight originating on your line in Iowa and passing outside the state?
One to five thousand and ninty-two ten thousandths.

What per cent does local freight business of Iowa, bear to business originating outside the State and destined to points within the State?
One and two thousand six hundred and eighty-one ten thousandths per cent.

What per cent does local freight business bear to freight moved across the State, from points outside to points outside the State?
Nine thousand two hundred and thirty-eight ten thousandths

What per cent of freight received at each station on your road is local and what per cent is inter-State?
See exhibit "A."

What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?
Three thousand and eighty-three ten thousandths per cent.

What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?
Five thousand nine hundred and eighteen ten thousandths per cent.

What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?
Five thousand six hundred and thirty-four ten thousandths per cent.

What proportion of earnings is credited to each branch line of your road, on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?
The division is based on distance basis, with a certain per cent added to the branches.

Give the amount and kind of freight furnished by each branch line to your main line?
See exhibit "B."

## PASSENGER, FREIGHT, AND TRAIN MILEAGE.

| | | |
|---|---|---|
| **PASSENGER TRAFFIC:** | | |
| Number of passengers carried earning revenue | 560,806 | |
| Number of passengers carried one mile | 26,955,409 | |
| Average distance carried | 48.065 | |
| Total passenger revenue | | $ 853,978.46 |
| Average amount received from each passenger | | 1.52 |
| Average receipts per passenger per mile | | .03.168 |
| Estimated cost of carrying each passenger one mile | | .02.565 |
| Passenger earnings per mile of road | | 816.11 |
| Passenger earnings per train-mile | | .80.216 |
| **FREIGHT TRAFFIC:** | | |
| Number of tons carried of freight earning revenue | 1,147,543 | |
| Number of tons carried one mile | 154,544,511 | |
| Average distance haul of one ton | 13,467 | |
| Total freight revenue | | 2,018,815.49 |
| Average amount received for each ton of freight | | 1.75.0925 |
| Average receipts per ton per mile | | .01.306 |
| Estimated cost of carrying one ton one mile | | .00.802 |
| Freight earnings per mile of road | | 1,929.31 |
| Freight earnings per train mile | | 1.13.821 |
| **PASSENGER AND FREIGHT:** | | |
| Passenger and freight earnings | | 2,719,952.35 |
| Passenger and freight earnings per mile of road | | 2,599.34 |
| Expense per mile of road | | 1,845.56 |
| Total earnings per mile of road, including mails, express, etc. | | 2,745.40 |
| Number of passenger trains, approximated | 5,524 | |
| Number of freight trains, approximated | 6,867 | |
| Number of mixed trains, approximated | 4,276 | |
| **TRAIN MILEAGE:** | | |
| Miles run by passenger trains | 1,022,023 | |
| Miles run by freight trains | 1,345,468 | |
| Miles run by mixed trains | 170,300 | |
| Total mileage trains earning revenue | 2,537,791 | |
| *Miles run by switching trains | 300,475 | |
| Miles run by construction and other trains | 37,415 | |
| Grand total train mileage | 2,875,681 | |
| Mileage of loaded freight cars—north | 9,051,759 | |
| Mileage of loaded freight cars—south | 8,259,636 | |
| Mileage of empty freight cars—north | 2,524,475 | |
| Mileage of empty freight cars—south | 3,454,197 | |
| Average number of freight cars in train | 25 | |
| Average number of loaded cars in train | 15 | |
| Average number of empty cars in train | 10 | |
| Average number of tons of freight in train | 195 | |
| Average number of tons of freight in each loaded car | 13 | |

*Switching train mileage has been added to the freight train mileage in computing the earnings per train mile. This method has been followed heretofore, as only a very small proportion of this mileage could be justly charged to passenger train service. Switching mileage given here is "terminal switching" and computed at the basis of six miles per hour for the time engine is in service.



## FREIGHT RECEIVED BY THE MAIN LINE FROM BRANCHES.

EXHIBIT "B."

| COMMODITY. | Iowa Falls, tons. | Clinton, tons. | Milwaukee, tons. | Iowa City, tons. |
|---|---|---|---|---|
| Wheat | 5,756 | | | |
| Corn | 29,953 | 67 | 2,465 | 1,055 |
| Oats | 26,510 | 458 | 4,254 | 1,093 |
| Barley | 8,305 | 74 | 272 | 12 |
| Rye | 183 | | 10 | 328 |
| Seeds | 10,961 | 345 | | |
| Mill stuffs | 106 | | 11 | |
| Flour | 1,010 | | 138 | 206 |
| Cattle | 14,383 | 20 | 2,683 | 143 |
| Hogs | 12,141 | 141 | 6,849 | 1,167 |
| Horses and sheep | 514 | | 150 | 20 |
| Pork, meat, etc. | | | | 120 |
| Butter and eggs | 2,330 | 20 | 2,944 | 260 |
| Lumber | 40 | 25,006 | 8,402 | 12,934 |
| Iron | 155 | 20 | 103 | 205 |
| Coal | | 66 | | 48,867 |
| Salt, lime, etc | | 748 | | |
| Agricultural implements and machinery | 73 | 25 | | 39 |
| Hay | 41,219 | 74 | 1,101 | 439 |
| Car freight | 4,180 | 546 | 1,160 | 1,837 |
| Emigrant movables | 1,010 | 410 | 370 | 300 |
| Cooper stock | | | 30 | |
| Stone, sand, etc | 2,008 | 3,649 | | 134 |
| Apples and potatoes | 2,288 | 131 | 79 | 1,206 |
| Sundries | 2,080 | 858 | 1,091 | 2,580 |

## FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road. whole tons. | Freight received from connecting roads and other carriers. whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | 188,903 | 24,233 | 213,136 | 18.75 |
| Flour | 15,893 | 47,772 | 63,665 | 5.55 |
| Other mill products | 13,402 | 10,712 | 24,114 | 2.10 |
| Hay | 51,832 | 20,118 | 71,950 | 6.27 |
| Fruit and vegetables | 8,235 | 8,003 | 16,288 | 1.42 |
| Seeds | 10,939 | 548 | 11,487 | 1.00 |
| Butter and eggs | 10,168 | 766 | 10,934 | 1.00 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | 89,016 | 2,848 | 91,864 | 8.00 |
| Other packing-house products | 15,943 | 3,731 | 19,674 | 1.71 |
| PRODUCTS OF MINES— | | | | |
| Anthracite and bituminous coal and coke | 102,814 | 100,045 | 202,859 | 17.68 |
| Stone, sand, and other like articles | 18,003 | 11,061 | 299,64 | 2.61 |
| PRODUCTS OF FOREST— | | | | |
| Lumber | 833.00 | 48,225 | 131,625 | 1.45 |
| MANUFACTURES— | | | | |
| Iron, pig and nails | 4,875 | 16,690 | 21,565 | 1.88 |
| Cement, brick, lime and salt | 8,632 | 21,402 | 30,034 | 2.62 |
| Agricultural implements | 1,376 | 11,223 | 12,599 | 1.09 |
| Household goods and furniture | 6,600 | 2,890 | 9,490 | .82 |
| Cooperage | 136 | 2,805 | 2,941 | .26 |
| MERCHANDISE— | | | | |
| Car freight | 40,839 | 51,900 | 92,739 | 8.08 |
| MISCELLANEOUS— | | | | |
| Other commodities not mentioned above | 44,583 | 46,032 | 90,615 | 7.89 |
| Total tonnage | 716,439 | 431,104 | 1,147,543 | 100 |



## FREIGHT TRAFFIC MOVEMENT—IOWA.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road. whole tons. | Freight received from connecting roads and other carriers. whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | 167,122 | 45,546 | 212,668 | 18.99 |
| Flour | 14,137 | 49,498 | 63,635 | 5.68 |
| Other mill products | 3,259 | 10,825 | 14,084 | 1.26 |
| Hay | 35,225 | 26,979 | 62,204 | 5.55 |
| Fruit and vegetables | 5,586 | 10,685 | 16,271 | 1.45 |
| Seeds | 12,585 | 8,346 | 20,931 | 1.87 |
| Butter and eggs | 9,819 | 1,068 | 10,887 | 1 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | 84,715 | 6,998 | 91,713 | 8.19 |
| Dressed meats | 15,898 | 3,776 | 19,674 | 1.75 |
| PRODUCTS OF MINES— | | | | |
| Anthracite coal | | | | |
| Bituminous coal | 102,479 | 100,169 | 202,648 | 18.20 |
| Stone, sand and other like articles | 13,077 | 7,242 | 20,319 | 1.81 |
| PRODUCTS OF FOREST— | | | | |
| Lumber | 82,203 | 48,716 | 130,919 | 11.69 |
| MANUFACTURES— | | | | |
| Iron, pig and nails | 3,592 | 17,963 | 21,555 | 1.92 |
| Cement, brick, lime and salt | 2,113 | 20,677 | 22,790 | 2 |
| Agricultural implements | 1,982 | 11,397 | 13,479 | 1.16 |
| Household goods and furniture | 7,195 | 3,426 | 10,621 | 0.90 |
| Cooperage | 147 | 2,962 | 3,109 | 0.27 |
| MERCHANDISE— | | | | |
| Car freight | 40,698 | 53,792 | 93,830 | 8.37 |
| MISCELLANEOUS— | | | | |
| Other commodities not mentioned above | 40,509 | 49,170 | 89,679 | 8 |
| Total tonnage | 640,781 | 479,135 | 1,119,916 | 100 |

## DESCRIPTION OF EQUIPMENT.

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. Number. | EQUIPPED WITH TRAIN BRAKE. Kind. | CARS FITTED WITH AUTOMATIC COUPLER. Number. | CARS FITTED WITH AUTOMATIC COUPLER. Kind. |
|---|---|---|---|---|---|---|
| LOCOMOTIVES— | | | | | | |
| Passenger | | 31 | 31 | Westinghouse | | |
| Freight | | 64 | | | | |
| Switching | | 10 | | | | |
| Total | | 105 | 31 | | | |
| CARS IN PASSENGER SERVICE— | | | | | | |
| First-class passenger cars | | 31 | 31 | Westinghouse | 31 | Miller. |
| Combination passenger cars | | 15 | 15 | Westinghouse | 15 | Miller. |
| Chair cars | | 4 | 4 | Westinghouse | 4 | Miller. |
| Bag., express and postal cars | | 15 | 15 | Westinghouse | 15 | Miller. |
| Other cars in pass. service | | 2 | 2 | Westinghouse | 2 | Miller. |
| Total | | 67 | 67 | | 67 | |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Box cars | | 2,864 | | | | |
| Flat cars | | 381 | | | | |
| Stock cars | | 169 | | | | |
| Coal cars | | 333 | | | | |
| Refrigerator cars | | 20 | | | | |
| Other cars | | 7 | 3 | Westinghouse | | |
| Total | | 3,774 | 3 | | | |
| CARS IN COMPANY'S SERVICE— | | | | | | |
| Gravel cars | 12 | 17 | | | | |
| Derrick cars | | 5 | | | | |
| Caboose cars | | 54 | | | | |
| Other road cars | | 33 | | | | |
| Total | 12 | 109 | | | | |
| Grand total | 12 | 3,950 | | | | |



## MILEAGE.

### A. MILEAGE OF ROAD OPERATED.

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track | 229.25 | 172.83 | 23.96 | 5.68 | 607.46 | 7.22 | 1,046.46 | | 130.87 | 915.53 |
| Miles of yard track, sidings and spurs | 47.64 | 15.17 | 4.71 | .65 | 56.62 | | 124.79 | | 94.79 | 30.00 |
| Total mileage operated (all tracks) | 276.89 | 188.00 | 28.67 | 6.33 | 664.08 | 7.22 | 1,171.19 | | 225.66 | 945.53 |

### B. MILEAGE OF LINE BY STATES AND TERRITORIES.

#### I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | New line constructed during year. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Iowa | 229.25 | 172.83 | 11.39 | 5.68 | 453.46 | | 872.61 | 7.22 | 130.87 | 748.96 |
| Minnesota | | | 12.57 | | 71.24 | | 83.81 | | | 83.81 |
| Dakota | | | | | 82.76 | | 82.76 | | | 82.76 |
| Total mileage operated (single track) | 229.25 | 172.83 | 23.96 | 5.68 | 607.46 | | 1,039.18 | 7.22 | 130.87 | 915.53 |

#### II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Burlington, Cedar Rapids & Northern Railway | 229.25 | 172.83 | | | | | 402.08 | | | |
| Total mileage owned (single track) | 229.25 | 172.83 | | | | | 402.08 | | | |

## RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|---|---|---|---|---|---|---|
| Kind. | Tons. | Weight per yard, lbs. | Average price per ton at distributing point. | Kind. | Number. | Average price at distributing point. |
| Steel | 226,055 | 60 | $ 3.167 | White oak | 233,547 | $ .48 |
| Total steel | 226,055 | | | Total | 233,547 | |

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | Cords of wood—soft. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|
| Passenger | 31,180 | 709 | 31,576 | 1,056,023 | 60 |
| Freight | 64,413 | 1,690 | 65,260 | 1,481,768 | 88 |
| Switching | 8,341 | 158 | 8,420 | 300,475 | 56 |
| Construction | 1,287 | 26 | 1,300 | 37,415 | 69 |
| Total | 105,224 | 2,664 | 106,556 | 2,875,681 | 55 |
| Average cost at distributing point: | | | | | |
| What Cheer | $ 1.45 | | | | |
| Burlington | 1.65 | | | | |
| Columbus Station | .50 | | | | |
| Brainard (hard coal) | 2.50 | | | | |

## ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYES. | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN, AND WATCHMEN. | | OTHER EMPLOYES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling | | 5 | | 2 | | | | 7 |
| Falling from trains and engines | 1 | 3 | | | 1 | 1 | 2 | 4 |
| Derailments | | | | | | 1 | | 1 |
| Other causes | | | | | | 1 | | 1 |
| Total | 1 | 8 | | 2 | 1 | 3 | 2 | 13 |



## ACCIDENTS TO PERSONS—CONTINUED.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| At highway crossings | | | | 2 | | | | 2 |
| At stations | | | | | | | | |
| Other causes | | | 8 | 6 | | | 8 | 6 |
| Total | | | 8 | 8 | | | 8 | 8 |

None killed or injured in Minnesota or Dakota.

## CHARACTERISTICS OF ROAD.

BRIDGES—

Number stone; none over 19 span, all under closed or arched culverts.

| | |
|---|---|
| Number iron, 1; in Iowa | 1 |
| Number wooden, 35; in Iowa | 34 |
| Number combination, 32; in Iowa | 30 |
| Plate girders, 14; in Iowa | 14 |
| Wooden girder or stone abutment, 23; in Iowa | 18 |

TRESTLES—

| | |
|---|---|
| Number, 976; in Iowa | 840 |
| Aggregate length, 74,318; in Iowa | 61,919 |

GAUGE OF TRACK—

Four feet and eight and one half inches.

TELEGRAPH—

a. Operated by Western Union Telegraph Company, 1,605.96 miles of line.
a. Operated by Western Union Telegraph Company, 1,913.14 miles of wire.

What station-houses, stock yards, or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs:

At Burlington, passenger depot facilities. The Burlington, Cedar Rapids & Northern Railway Company pays Chicago, Burlington & Quincy Railway Company a mutually agreed-upon rate based on the number of coaches drawn by their engines to and from depot. Muscatine station-house owned by the Chicago, Rock Island & Pacific Railway Company, is used by the Burlington, Cedar Rapids & Northern Railway Company

| | | | |
|---|---|---|---|
| a. Burlington to Albert Lea, one line | 253.21 miles, double; | 506.42 miles of wire. |
| West Liberty to Albert Lea, one line | 100 miles, single; | 100 miles of wire. |
| Cedar Rapids to Watertown, one line | 300.4 miles, single; | 300.4 miles of wire. |
| Cedar Rapids to Sioux Falls, one line | 316 miles, single; | 316 miles of wire. |
| Dows to Forest City, one line | 48.29 miles, double; | 96.58 miles of wire. |
| Cedar Rapids to Clinton, one line | 92 miles, single; | 92 miles of wire. |
| Cedar Rapids to Decorah, one line | 118.20 miles, single; | 118.20 miles of wire. |
| Cedar Rapids to Montezuma, one line | 103.60 miles, single; | 103.60 miles of wire. |
| Riverside to Muscatine, one line | 30.58 miles, single; | 30.58 miles of wire. |
| Waverly Junction to Waverly, one line | 5.68 miles, double; | 11.36 miles of wire. |
| Ellsworth to Worthington, one line | 49 miles, single; | 49 miles of wire. |
| Total | 1,605.96 | 1,913 miles of wire. |

paying for the privilege one third of the expense of the station service and $100 per month for the use of track to and from said station-house. Worthington depot is owned by the Chicago, St. Paul, Minneapolis & Omaha Railway Company, and jointly used by the Burlington, Cedar Rapids & Northern Railway Company at a monthly compensation; it bears, also, its proportion of the expense for the maintenance of the same.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic:

Members of the American and Western Ticket and Passenger Association. Members of the Western Freight and of the Inter-State Commercial Railway Association.

LANDS—CONGRESSIONAL GRANT.

(Have no congressional grant.)

The cost and actual present cash value of road and equipment including permanent way, buildings and rolling-stock, all real estate used exclusively in operating the road, and all fixtures and conveniences for transacting its business:

$14,836,510, as returned to the Executive Council February 15, 1889.

The average amount of tonnage that can be carried on your road in the State by an engine of given weight:

Weight of engine, 40 tons, 300 tons.

STATE OF IOWA, COUNTY OF LINN. } ss.

I, the undersigned, C. J. Ives, President and General Superintendent of the Burlington, Cedar Rapids & Northern Railway Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

(Signed) C. J. IVES,
*President.*

Subscribed and sworn to before me this 19th day of September, 1889.

[SEAL.] J. M. DINWIDDIE,
*Notary Public in and for Linn County, Iowa.*

# ANNUAL REPORT

OF THE

# CENTRAL IOWA RAILWAY COMPANY,*

TO THE

# BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

## HISTORY.

Name of common carrier making this report:

Iowa Central Railway Company.

Date of organization:

Central Iowa Railway Company, May 15, 1879; Iowa Central Railway Company, May 9, 1888.

Under laws of what government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:

Central Iowa Railway Company organized under Iowa laws; Iowa Central Railway Company, organized under Illinois laws.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized:

Central Iowa Railway Company, State of Iowa.

## ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| A. B. Stickney | St. Paul, Minn | September 6, 1890 |
| O. E. Tainter | New York City | September 6, 1890 |
| Russell Sage | New York City | September 6, 1892 |
| E. E. Chase | New York City | September 6, 1893 |
| Hy. A. Gardner | Chicago, Ill | September 6, 1890 |
| R. D. McFadon | Chicago, Ill | September 6, 1890 |
| W. A. Lampson | Chicago, Ill | September 6, 1890 |
| R. E. Beebe | Chicago, Ill | September 6, 1889 |
| Ed. F. Lawrence | Chicago, Ill | September 6, 1889 |

* E. L. Dudley, *Receiver*, July 1, 1888, to May 15, 1889, and Iowa Central Railway Company, May 16, 1889, to June 30, 1889.

Total number of stockholders at date of last election:
Six.

Date of last meeting of stockholders for election of directors:
December 24, 1888.

Give post-office address of general office:
No. 45 Wall Street, New York.

Give post-office address of operating office:
Marshalltown, Iowa.

## OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| Receiver | E. L. Dudley | Marshalltown, Iowa. |
| President | A. B. Stickney | St. Paul, Minn. |
| Vice-President | Russell Sage | New York City. |
| Secretary | Geo. R. Morse | New York City. |
| Treasurer | Wm. L. Boyle | New York City. |
| Local Treasurer | Seth Zug | Marshalltown, Iowa. |
| Chief Engineer | Geo. A. Penden | Marshalltown, Iowa. |
| Gen'l Solicitor, Attorney or Counsel | Anthony C. Daly | Marshalltown, Iowa. |
| Solicitor for Iowa | Anthony C. Daly | Marshalltown, Iowa. |
| Auditor | E. S. Benson | Marshalltown, Iowa. |
| General Manager | C. H. Ackert | Marshalltown, Iowa. |
| General Passenger Agent | A. F. Banks | Marshalltown, Iowa. |
| General Ticket Agent | | |
| General Freight Agent | | |
| Superintendent | J. H. Redmon | Marshalltown, Iowa. |
| Division Superintendent for Iowa | J. H. Redmon | Marshalltown, Iowa. |
| Division Superintendent for Iowa | J. H. Redmon | Marshalltown, Iowa. |
| Superintendent of Telegraph | G. W. Gish | Marshalltown, Iowa. |



## PROPERTY OPERATED.

| NAME. | TERMINALS. FROM— | TERMINALS. TO— | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| IOWA CENTRAL RAILWAY COMPANY— | | | | |
| Main Line | Albia, Iowa | Manly Junction, Iowa | 177.841 | 361.741 |
| Main Line | Oskaloosa, Iowa | Iowa Junction, Illinois | 183.900 | |
| Belmond Branch | Hampton, Iowa | Belmond, Iowa | 22.330 | |
| Story City Branch | Marys Junction, Iowa | Story City, Iowa | 24.510 | |
| State Center Branch | Newburg, Iowa | State Center, Iowa | 26.560 | |
| Montezuma Branch | Grinnell and Montezuma Jun., Ia. | Montezuma, Iowa | 13.612 | |
| Newton Branch | New Sharon, Iowa | Newton, Iowa | 27.748 | 124.713 |
| Lyle Extension—main line | Manly Junction, Iowa | Lyle, Minnesota | 96.500 | |
| Railway Belt Company | Avon, Madison Co., Iowa | | 27.700 | 36.570 |
| Peoria & Pekin Union Railway Company | Iowa Junction, Illinois | Peoria Illinois | 8.870 | |
| Total mileage operated | | | | 522.784 |
| Total mileage operated in Iowa | | | | 419.12 |

## CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. June 30, 1888. | MARKET PRICE OF SHARES. Average for year. | DIVIDENDS DECLARED DURING YEAR. Rate. | DIVIDENDS DECLARED DURING YEAR. Amount. |
|---|---|---|---|---|---|---|---|
| CAPITAL STOCK— | | | | | | | |
| Common | $ 100.00 | $ 10,000,000.00 | $ 8,000,000.00 | $ 0.50 | | | |
| Preferred | 100.00 | 7,400,000.00 | 6,000,000.00 | 22.00 | | | |
| Total | | $ 17,400,000.00 | $ 14,000,000.00 | | | | |

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | PARTICULARS AND EXPLANATIONS. |
|---|---|---|---|
| ISSUED FOR REORGANIZATION— | | | |
| Common | $ 68,000 | | All stock issued in consideration and in pursuance of plan of reorganization adopted by the bondholders of the Central Iowa Railway Company. Copy of plan of reorganization filed herewith. |
| Preferred | 36,000 | | |
| Total | 142,000 | | |



## BONDHOLDERS' AGREEMENT OF THE CENTRAL IOWA RAILWAY COMPANY.

*Whereas*, Default has been made by the Central Iowa Railway Company in the payment of interest which has fallen due upon its bonds, secured by the mortgages respectively upon the main line, the Eastern Division, the Illinois Division, the divisions or branches, and by the consolidated mortgage, and has failed to make payment due upon the Car Trust Certificates, and to make payment of other indebtedness which has fallen due; and,

*Whereas*, The said mortgages are now in process of foreclosure, and sales of the respective portions or divisions of the road secured by such mortgages respectively are soon to be had.

*Now, therefore*, We the undersigned, who are the holders of the amounts of bonds specified opposite to our names respectively hereunto subscribed, and secured by said mortgages respectively, the amounts secured by each mortgage being separately specified and holders of car trust certificates, in consideration of the safety and advantages which will result to us respectively from concert of action in enforcing the security of the said mortgages respectively for the payment of the said bonds, and of other good causes and considerations, do hereby, each for himself, and not the one for the others, or either of the others, agree with each other, and with the committee hereinafter mentioned, as follows, viz.:

*First*—That we will act together and in concert, to bring about an enforcement of the security afforded respectively by the said mortgages or deeds of trust for the payment of the principal and interest of the said bonds of the different issues held by us respectively, and that, in order to further and facilitate our action under this a:

Edward H. Perkins, Jr., Russell Sage, Giles E. Taintor, Simon Borg, Edward E. Chase, Charles C. Allen, James Thomson and Horace J. Morse, be and they hereby are appointed a committee, and they and their respective successors, selected as hereinafter provided, are hereby authorized and empowdered, as our agents and attorneys, and in our names to take such proceedings, give such directions, execute such papers, and do such acts under the said mortgages or deeds of trust respectively, or otherwise, as they may consider judicious and proper in order to promptly bring an enforcement of the security afforded by such instruments, and the payment of the principal and interest of the said bonds held by us respectively, or so much thereof as may be collectible, and to carry out the plan of reorganization hereinafter provided for.

That in case a vacancy should at any time occur in the said committee by death, resignation or otherwise, such vacancy may be filled by a majority of the other members of the said committee, and such person or persons so selected to fill such vacancy or vacancies shall have and exercise all the power and authority hereunder, to the same extent and effect as if he or they were named herein as a member or members of said committee.

At any meeting of said committee four shall be a quorum, and if division of opinion occur in said committee, the vote of a majority of those present shall control.

And we hereby give unto our said commitee full power and authority to do all and every act and thing necessary to be done in and about the premises, as fully as we might or could do if personally present, hereby ratifying and confirming all that our said committee shall lawfully do by virtue hereof, including the power and authority to attend any bondholders' meetings, and vote in our names, and on our bonds, on any questions that may come up at such meetings to be passed upon under the provisions of said mortgages or trust deeds respectively, or otherwise.

The committee shall be reimbursed, out of the funds received by them as hereinafter provided, for all expenses, outlays and obligations incurred in the discharge of their duties, and it is distinctly agreed that no member of said committee shall be held liable for any mistake of law or fact, or for any act, default or omission of any other member, or for any Trust Company, bank or banker, attorney or agent, each of them being only responsible for his own acts.

Account shall be kept by the committee, of all outlay by them, and an accounting shall be had in respect of the same at the termination of the trust.

*Second*—That upon sale of the mortgaged premises under said mortgages or deeds of trust respectively, the said committee are hereby authorized and empowered to purchase the same, and the respective divisions thereof, for such price as they may consider judicious, and to make any arrangement that may be necessary to accomplish such purchase that shall not involve the compulsory assessment of us, the subscribing bondholders, and for that purpose we agree respectively, to put our bonds at the disposal of the committee. Such arrangement may, if deemed best by the committee, include the raising of such money as may be necessary to pay the dividends which will go to the non-assentient bond holders andthe allotment to the parties furnishing the money of such securities as would have gone to such bondholders if they had been parties hereto.

And in order that our said respective bonds, and the coupons belonging thereto, may be had by the committee, for the purpose of being used by it in or about the completion of such purchase, or (in case other persons than themselves should become the purchasers) for the purpose of realizing, in our behalf respectively, our respective proportions of the proceeds of such sale of the said road and property, and the divisions thereof, to which, as holders of the said bonds, we may be entitled, the said bonds and coupons shall, within ten days after written request from the said committee, be mailed to our respective post-office addresses as appended to our signatures hereto, to be deposited by us respectively, in the Mercantile Trust Company, in the city of New York, to be held by it until the time of such sale, and then to be delivered to the committee, upon request, if they should require the same for any of the aforesaid purposes. It being understood that, at the time of such deposit, transferable certificates for such bonds and coupons, showing our right and title thereto, and that they are deposited under and subject to this agreement, shall be delivered to us respectively, and that one of such certificates shall be given for each of said bonds, or for any number of such bonds, held by us, as we may respectively require, and such certificates shall appropriately designate the divisional character of the respective bonds, and the said certificates shall be so engraved, and in such form, as will satisfy the requirements of the New York Stock Exchange, for the purposes of dealing therein.

*Third*—That if the said committee shall purchase the mortgaged premises, or any part thereof, as hereinbefore authorized, they shall proceed to obtain the organization of a railway corporation, under the laws of the States or either of them, as the committee may be advised, in which the road is situated, and such organization shall be upon an issue of mortgage bonds, debt certificates, and preferred and common stock, as follows:

Bonds to an amount not exceeding $15,000 a mile, of road purchased or otherwise acquired.

Debt certificates to the amount of about $1,379,625.

Preferred stock not exceeding $6,000,000; and,

Common stock not exceeding $11,000,000.

The bonds shall be first mortgage bonds payable in gold coin of present standard and fineness. They shall bear interest at five per cent per annum, payable semi-annually in like gold coin, and the principal shall be payable in fifty years from their date.

The debt certificates will bear no interest, and the time of payment of the principal of the same shall be at the option of the new company, but such principal shall be convertible into preferred stock of the new company, at the option of the company, or of the respective holders.

The preferred stock shall bear interest at five per cent per annum out of earnings, and in preference to the common stock, but non-cumulative. When dividends are made to the common stock exceeding five per cent in any one year, equal dividends shall be made to the preferred stock.

The said bonds, debt certificates, preferred stock and common stock, shall be issued in respect to road acquired as follows, viz.:

For each $1,000, secured by the mortgage or trust deed upon the main line with the coupon due January 15, 1887, shall be given $900 of bonds of the reorganized company, and $200 in preferred stock.

For each $1,000, secured by the divisional or eastern division mortgage, with coupons of October, 1884, and all subsequent coupons, shall be given $532.66 of bonds of the reorganized company and $758.27 in preferred stock.

For each $1,000, secured by mortgage upon the Illinois Division, with coupon of April,



1885, and all subsequent coupons, shall be given $515.66 of bonds of the reorganized company and $734.07 in preferred stock.

For each $1,000, secured by the consolidated mortgage (or fractional scrip), with coupons of December, 1886, shall be given $425 of bonds of the reorganized company and the residue of principal, and interest to June 1, 1887, in preferred stock.

To the holders of certificates of the car trust, shall be given respectively fifty per cent of the par thereof, in bonds of the reorganized company, and the residue of the par value and interest upon said par value to June 1, 1887, in preferred stock.

Unpaid coupons, not hereinabove mentioned, shall be adjusted by the committee as they shall deem equitable, except that the coupons of main line bonds prior to January 15, 1887, which have been bought by the Mercantile Trust Company, and for which that company holds additional security from the railway company, may be paid by the committee in cash to be received from assessments. The committee shall also have the power to pay from the same fund all pay rolls and supply bills of the present company, which shall remain unpaid at the date of the foreclosure sales, and also all claims against the present company which are secured to such an extent that in the judgment of the committee it will be for the interest of all concerned to pay the debt rather than sacrifice the security; also for repairs and improvements upon the road and property which may be deemed necessary or desirable by the committee; also the expenses of the committee, including counsel fees and such compensation to members thereof for services as shall be deemed reasonable; and also all other payments, outlays and disbursements which may appear necessary or desirable to the committee to effectuate and protect their trust. All surplus of the fund arising from the assessment not used shall be paid over to the reorganized company.

It is the intention, if possible, to have the new company organized so that the new bonds can bear date the first day of June, 1887; but, should the reorganization be delayed so that this is impracticable, it is understood that those who shall be entitled to the new bonds shall have interest paid upon the amount of bonds to be received by them, from the first day of June, 1887, until the date of said bonds, at the rate of five per cent per annum; said interest to be paid in cash, at the time of delivery of said bonds, out of the fund received by the committee from assessments.

And the said committee are empowered to give to the holders of seven per cent debt certificates of the present company common stock of the reorganized company upon payment to the committee of 2½ per cent of the par value thereof to be used by the said committee for the purposes to be determined by them and as hereinabove mentioned.

And the said committee are empowered to give to the holders of each share of first preferred stock of the present company one share of common stock of the reorganized company upon like payment by such holder to the committee of $5.00 upon each such share to be used by the committee as aforesaid.

And the said committee are empowered to give to the holder of each share of second preferred stock of the present company one share of common stock of the reorganized company upon like payment by such holder to the committee of $10.00 upon each such share to be used by the committee as aforesaid.

And the said committee are empowered to give to the holder of each share of common stock of the present company one share of common stock of the reorganized company upon like payment by such holder to the committee of $15.00 upon each such share to be used by the committee as aforesaid.

Such bonds, debt certificates, preferred stock and common stock of the reorganized company issued to subscribers hereto, to be so issued only upon the surrender to the committee of the securities of the present company, in lieu of which the same are given.

Should any holder of debt certificates, or first preferred, second preferred or common stock decline or fail to pay the assessments respectively of $2.50, $5.00, $10.00 or $15.00 the privilege of receiving such common stock of the reorganized company upon making such payment shall be ratably distributed among the holders of debt certificates and of preferred and common stock, who shall have paid their assessments, and in case they do not accept such privilege, the same shall be allotted by the committee in their discretion to other persons who may be willing to accept the privilege and make the requisite payments.

Holders of such debt certificates, first preferred, second preferred and common stock, whose address is lodged with the committee or noted upon the stock ledger of

the company, shall be deemed to have declined to avail of the said privilege after twenty days' written or printed notice mailed to such person at such address, and if no address is so lodged or noted, after twenty days' notice duly mailed, and addressed to them respectively at the city of New York.

All persons making said payments of $2.50, $5.00, $10.00 and $15.00, at such time and place as shall be required by the committee, will be entitled to receive for the amount thereof certificates of indebtedness of the reorganized company, which certificates will bear no interest, and the time for payment of the principal shall be at the option of the company, but the principal thereof shall be convertible into preferred stock of the company at the option of the company or of the holder.

*Fourth*—That, if during the continuance of this agreement, any question not herein provided for should arise in relation to any matter growing out of the subject matter of this contract, it shall be determined by a vote of the majority in amount of the subscribers present, or represented, at a meeting in the city of New York, and such determination shall be binding as well upon the said committee as upon all of the subscribers hereto, and their representatives and assigns.

That all the general meetings of the subscribers to this agreement to consider and determine any of the matters herein provided for, may be called by any three of the members of the said committee, and that in the determination of any question so arising at such meetings, the votes of a majority in interest of such of the subscribers hereto, or their representatives or assigns as shall attend at such meetings, or be represented at the same by proxy, shall prevail, and all notices required to be given by the committee shall be given by mail to the address given opposite the names of the respective signers hereof.

*Fifth*—No subscriber hereto shall be deemed to have any rights whatever under this agreement, except at the option of the committee, unless he shall deposit his bonds with the Mercantile Trust Company, whenever so required. And the said committee shall not be under any obligations or owe any duty, express or implied, to any bondholder who shall not subscribe to this agreement, and, if required, deposit his bonds with the said Trust Company; nor shall any bondholder, not so signing and depositing his bonds, have any rights or claims whatever, under or by virtue of this agreement.

*Sixth*—All copies of this agreement which shall be subscribed by any of the holders of the said bonds and delivered to the said committee, shall have the like effect as if their signatures were hereunto subscribed.

*In Witness Whereof*, we have hereunto affixed our signatures to this instrument this twelfth day of May, 1887, together with our respective addresses given for the purposes hereof and have designated in the appropriate columns after our signatures and address respectively the number and description of the bonds held by us.

| NAME. | ADDRESS. | Main line bonds. | Divisional bonds. | Eastern Division bonds. | Illinois Division bonds. | Consolidated bonds. | Car Trust certificates. |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |



FUNDED DEBT.

COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | INTEREST. | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Date of issue. | When due. | | | | | Rate. | When payable. | Amount accrued during year. | Amount paid during year. |
| First mortgage | June 1, 1888 | 1938 | $ 7,650,000.00 | $ 5,000,000.00 | $ 5,000,000.00 | $ | 5 | June and Dec. | $ 250,000.00 | $ 203,475.00 |
| Total | | | $ 7,650,000.00 | $ 5,000,000.00 | $ 5,000,000.00 | | 5 | June and Dec. | $ 250,000.00 | $ 203,475.00 |
| Amount of funded debt representing road in Iowa | | | $ 6,280,965.50 | $ 4,250,200.00 | | | | | $ 212,510.50 | $ 216,982.80 |

RECAPITULATION OF FUNDED DEBT.

| ACCOUNT. | Amount issued. | Amount outstanding. | INTEREST. | |
|---|---|---|---|---|
| | | | Amount accrued during year. | Amount paid during year. |
| Bonds | $ 5,000,000.00 | $ 5,000,000.00 | $ 250,000.00 | $ 203,475.00 |
| Total | $ 5,000,000.00 | $ 5,000,000.00 | $ 250,000.00 | $ 203,475.00 |

## CURRENT ASSETS AND LIABILITIES.

### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---|
| Cash | $ 101,902.47 |
| Due from agents | 23,401.14 |
| Net traffic balances due from other companies | 3,078.22 |
| Due from solvent companies and individuals | 108,436.73 |
| *Other cash assets | |
| Balance—current liabilities | 24,559.99 |
| Total | $ 261,378.55 |

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | |
|---|---|
| Audited vouchers and accounts | $ 177,653.51 |
| Wages and salaries | 52,200.04 |
| Matured interest coupons unpaid (including coupons due July 1) | 31,525.00 |
| Total | $ 61,378.55 |

*Materials and supplies on hand, $117,899.94.



## RECAPITULATION.

### FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| | | To Railroads. | To other Properties. | Miles. | Amount. | |
| Capital stock | $ 14,200,000.00 | $ 14,200,000.00 | | 498.09 | $ 28,500.00 | |
| Bonds | 5,900,000.00 | 5,900,000.00 | | 498.09 | 11,845.00 | |
| Total | $ 20,100,000.00 | $ 20,100,000.00 | | | $ 40,354.00 | |

NOTE.—The 498.09 miles of track upon which capital stock and bonds are apportioned is for line of road owned by this company.

### MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN INCOME ACCOUNT.

| NAME OF ROAD. | CAPITAL STOCK. | FUNDED DEBT. | CURRENT LIABILITIES. | TOTAL. | AMOUNT PER MILE OF ROAD. | |
|---|---|---|---|---|---|---|
| | | | | | Miles. | Amount. |
| Iowa Central Railway, and Central Iowa Railway, E. L. Dudley, Receiver | $ 14,200,000.00 | $ 5,900,000.00 | $ 261,378.55 | $ 20,361,378.55 | 498.09 | $ 40,878.90 |
| Grand total | $ 14,200,000.00 | $ 5,900,000.00 | $ 261,378.55 | $ 20,361,378.55 | 498.09 | $ 40,878.90 |
| Total for Iowa, apportioned on mileage basis | $ 11,672,400.00 | $ 4,850,390.00 | $ 214,853.17 | $16,737,643.17 | 409.44 | $ 40,878.90 |

## PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. Included in operating expenses. | Not included in operating expenses. | Total expenditures. | Credits property and material sold. | Differences or net additions to property, etc. |
|---|---|---|---|---|---|
| CONSTRUCTION— | | | | | |
| Fences | $ 312.48 | $ 8,850.98 | $ 9,163.46 | $ | $ |
| Bridges and trestles | 11,107.26 | 10,350.20 | 21,456.46 | | |
| Rails | 31,613.52 | | 31,613.52 | | |
| Ties | 84,639.56 | 21,339.67 | 105,979.23 | | |
| Buildings, furniture and fixtures | 2,455.79 | 355.87 | 2,811.66 | | |
| Sidings and yard extensions | 6,136.23 | 478.38 | 6,614.61 | | |
| Other items | 2,864.51 | 873.64 | 3,738.15 | | |
| Total construction | $ 139,129.35 | $ 42,257.74 | $ 181,387.09 | $ | $ 181,387.09 |
| EQUIPMENT— | | | | | |
| Locomotives | $ 11,057.21 | 103.80 | 11,161.01 | $ 2,500.00 | $ 8,661.01 |
| Passenger cars | 8,165.09 | 736.12 | 8,901.81 | | 8,901.81 |
| Freight cars | | 1,758.20 | 1,758.20 | | 1,758.20 |
| Total equipment | $ 19,222.90 | $ 2,598.12 | $ 21,821.02 | $ 2,500.00 | $ 19,321.02 |
| Grand total construction and equipment | 158,352.25 | 44,855.86 | 203,208.11 | 2,500.00 | 200,708.11 |
| Expended for construction and equipment in Iowa | 130,110.16 | 41,982.96 | 162,093.12 | 2,500.00 | 159,593.12 |

## COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to May 16, 1889. | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| CONSTRUCTION— | | | | |
| Fences | $ | $ 8,850.98 | $ | $ |
| Bridges and trestles | | 10,350.20 | | |
| Ties | | 21,339.67 | | |
| Buildings, furniture and fixtures | | 355.87 | | |
| Sidings and yard extensions | | 478.38 | | |
| Other items | | 873.64 | | |
| Total construction | | $ 42,257.74 | | |
| EQUIPMENT | | | | |
| Locomotives | | $ 103.80 | | |
| Passenger cars | | 736.12 | | |
| Freight cars | | 1,758.20 | | |
| Floating equipment | | 2,598.12 | | |
| Deduct locomotive sold | | 2,500.00 | | |
| Total equipment | | $ 98.12 | | |
| Grand total cost construction and equipment | 20,668,758.33 | 42,355.86 | 20,711,114.19 | 41,581.00 |
| Grand total cost construction and equipment of road in Iowa | 16,991,786.23 | 39,482.96 | 17,031,269.19 | 41,581.00 |



We have two records to show actual cost of road and equipment. Cost to May 15, 1889, when road was taken out of hands of Receiver and turned over to Iowa Central Railway Company, as shown on opposite page is made up as follows:

| | |
|---|---|
| Capital stock | $ 14,200,000.00 |
| Funded debt | 5,900,000.00 |
| Interest paid which accrued prior to June 1, 1888, the date upon which the Iowa Central Railway Company's first mortgage bonds were issued, being 5 per cent on $5,721,000 | 268,050.00 |
| Interest paid which accrued prior to May 16, 1889, the date the road was turned over to the Iowa Central Railway Company | 282,708.33 |
| | $ 20,668,758.33 |

## INCOME ACCOUNT.

| | | |
|---|---|---|
| Gross earnings from operation | $ 1,391,936.68 | |
| Less operating expenses | 1,110,605.15 | |
| Income from operation | | $ 281,331.53 |
| Rental of tracks, yards and terminals | $ 14,000.00 | |
| Miscellaneous income, less expenses | 684.72 | |
| Income from other sources | | 14,684.72 |
| Total income | | $ 296,016.25 |
| Interest accrued | | $ 295,000.00 |
| Less interest accrued June 1, 1888, to May 25, 1889, during receivership which has been charged to cost of property | | 282,708.33 |
| Balance chargeable to income account | | $ 13,291.67 |
| Interest for June, 1889 | | 24,583.33 |
| Total interest chargeable to income account | | $ 36,875.00 |
| Deductions from income: | | |
| Interest on funded debt (accrued) | $ 36,875.00 | |
| Rentals, including tracks, yards and terminals | 88,849.56 | |
| Taxes | 55,801.24 | |
| Indebtedness of Central Iowa R'y Co. paid | 5,660.29 | |
| Total deductions from income | | $ 187,311.09 |
| Net income | | $ 108,705.16 |
| Surplus from operations of year ending June 30, 1889 | | $ 108,705.16 |
| Surplus on June 30, 1888 | | 81,540.65 |
| Surplus on June 30, 1889 | | $ 190,245.81 |
| Surplus, per report of 1888 | | $ 236,865.64 |
| Indebtedness of Iowa Central Railway Company paid, which should have been deducted from income account | | 155,324.99 |
| Correct surplus | | $ 81,540.65 |

## EARNINGS FROM OPERATION.

| | | |
|---|---|---|
| PASSENGER: | | |
| Passenger revenue | $ 236,850.12 | |
| Less repayments—tickets redeemed | 1,233.31 | |
| Total passenger revenue | | $ 235,616.81 |
| Mail | $ 37,785.34 | |
| Express | 12,490.00 | |
| Extra baggage and storage | 2,376.49 | |
| Other items | 2,737.09— | 55,588.92 |
| Total passenger earnings | | $ 291,205.73 |
| FREIGHT: | | |
| Freight revenue | $ 1,125,976.63 | |
| Less repayments—overcharge to shippers | 26,728.43 | |
| Total freight revenue | | $ 1,099,248.20 |
| Total passenger and freight earnings | | $ 1,390,453.93 |
| OTHER EARNINGS FROM OPERATION: | | |
| Car mileage | $ 22.00 | |
| Switching charges | 988.68 | |
| Telegraph companies | 450.00 | |
| Rentals not otherwise provided for | 22.07 | |
| Total other earnings | | $ 1,482.75 |
| Total gross earnings from operation | | $ 1,391,936.68 |
| Total gross earnings from operation in Iowa | | 1,158,882.75 |

## OPERATING EXPENSES, EARNINGS, ETC.

| | |
|---|---|
| Operating expenses per mile of road | $ 2,166.09 |
| Operating expenses per train mile | 68.34 |
| Proportion of operating expenses and taxes for Iowa, per cent | 80.37 |
| Percentage of expenses to earnings | 79.78 |
| Net earnings per train mile | 17.31 |
| Percentage of net earnings to stock and debt | .71 |
| Percentage of net earnings to cost of road and equipment | .70 |
| Surplus at the commencement of the year | 80,540.65 |
| Surplus at the close of the year | 108,705.16 |
| Amount of its own stock owned by the company—amount authorized not yet issued | 4,200,000.00 |

## RENTALS RECEIVED.

### RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

| DESCRIPTION OF PROPERTY. | SITUATION OF PROPERTY LEASED. | NAME OF COMPANY USING PROPERTY LEASED. | ITEM. |
|---|---|---|---|
| TRACKS— | | | |
| Northwood Branch | Manly Junction, Iowa, to Northwood, Iowa | B., C. R. & N. R'y | $ 14,000.00 |
| Total | | | $ 14,000.00 |



## MISCELLANEOUS INCOME.

| ITEM. | Gross income. | Less expenses. | Net miscellaneous income. |
|---|---|---|---|
| Rent of houses and lands | | | $ 674.00 |
| Rent of farm in Palo Alto county | | | 5.72 |
| Conscience fund | | | 5.00 |
| Total | | | $ 684.72 |

## FENCING.

| | |
|---|---|
| Miles of fencing in Iowa | $ 642.26 |
| Average cost per mile | 160.00 |
| Miles of new fencing built during the year | 64.26 |
| Number of miles needed to complete fencing in Iowa | 195.34 |

## RENTS PAID FOR LEASE OF OTHER PROPERTY.

| DESIGNATION AND SITUATION OF PROPERTY LEASED. | NAME OF COMPANY OWNING PROPERTY LEASED. | TOTAL. |
|---|---|---|
| TRACKS— | | |
| Lyle extension, Manly Junction, Iowa, to Lyle, Minnesota | Chi., St. P. & K. C. R'y Co | $ 12,814.56 |
| YARDS— | | |
| Mississippi River Bridge across Mississippi River at Keithsburg, Illinois | Keithsburg Bridge Co | 69,735.00 |
| TERMINALS— | | |
| Peoria, Iowa Junction to Peoria Union Depot | Peoria & Pekin Union R'y | 13,500.00 |
| Peoria Terminal Railway | | 1,800.00 |
| Total rentals | | $ 98,849.56 |

## OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | $ 43,291.40 | $ 107,746.91 | $ 150,948.31 |
| Renewals of rails | 9,047.79 | 22,565.73 | 31,613.52 |
| Renewals of ties | 24,223.84 | 60,415.72 | 84,639.56 |
| Repairs of bridges and culverts | 16,360.14 | 40,803.18 | 57,163.32 |
| Repairs of fences, road-crossings, signs, and cattle-guards | 2,242.87 | 5,593.91 | 7,836.78 |
| Repairs of buildings | 6,768.64 | 16,881.39 | 23,650.03 |
| Repairs of telegraph | 1,011.35 | 2,522.40 | 3,533.75 |
| Other expenses | 280.38 | 3,758.28 | 4,038.67 |
| Total | $ 103,136.41 | $ 260,287.53 | $ 363,423.94 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | $ 18,740.75 | $ 73,072.76 | $ 91,813.51 |
| Repairs and renewals of passenger cars | 24,867.04 | | 24,867.04 |
| Repairs and renewals of freight cars | | 50,501.72 | 50,501.72 |
| Shop machinery, tools, etc | 490.86 | 1,254.25 | 1,745.11 |
| Total | $ 44,098.65 | $ 133,888.73 | $ 177,987.38 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of enginemen, firemen, and roundhousemen | $ 25,650.15 | $ 82,154.60 | $ 107,813.75 |
| Fuel for locomotives | 17,962.47 | 69,645.95 | 86,708.42 |
| Water-supply for locomotives | 1,348.05 | 3,362.11 | 4,710.16 |
| All other supplies for locomotives | 1,827.57 | 6,135.29 | 7,962.86 |
| Wages of other trainmen | 11,470.00 | 63,512.96 | 74,982.96 |
| All other train supplies | 4,041.63 | 5,454.87 | 9,496.50 |
| Wages of switchmen, flagmen, and watchmen | 3,961.80 | 9,881.18 | 13,843.07 |
| Expense of telegraph, including train dispatchers and operators | 7,293.61 | 18,190.68 | 25,484.29 |
| Wages of station agents, clerks and laborers | 17,650.50 | 44,038.87 | 61,696.37 |
| Station supplies | 1,047.99 | 2,613.76 | 3,661.75 |
| Switching charges—balance | 1,469.29 | 18,059.53 | 19,468.82 |
| Car mileage—balance | 7,210.23 | 28,566.02 | 35,776.25 |
| Loss and damage | 1,853.48 | 10,902.94 | 12,756.42 |
| Injuries to persons | 433.90 | 6,100.48 | 6,534.38 |
| Total | $ 102,277.06 | $ 368,618.94 | $ 470,896.00 |
| GENERAL EXPENSES— | | | |
| Salaries of officers | $ 4,973.75 | $ 12,404.84 | $ 17,378.59 |
| Salaries of clerks | 7,318.26 | 18,252.21 | 25,570.47 |
| General office expenses and supplies | 783.49 | 1,953.84 | 2,737.34 |
| Agencies, including salaries and rent | 1,160.81 | 2,939.90 | 4,100.71 |
| Advertising | 750.88 | | 750.88 |
| Commissions | 5,799.42 | | 5,799.42 |
| Insurance | 755.21 | 1,883.53 | 2,638.74 |
| Expense of traffic associations | | 1,229.66 | 1,229.66 |
| Legal expenses | 3,727.37 | 9,296.30 | 13,023.67 |
| Stationery and printing | 5,039.61 | 12,569.16 | 17,608.77 |
| Other general expenses | 2,134.98 | 5,324.76 | 7,459.74 |
| Total | $ 32,443.69 | $ 65,854.14 | $ 98,297.83 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | $ 103,136.41 | $ 260,287.53 | $ 363,423.94 |
| Maintenance of equipment | 44,098.65 | 133,888.73 | 177,987.38 |
| Conducting transportation | 102,277.06 | 368,618.94 | 470,896.00 |
| General expenses | 32,443.69 | 65,854.14 | 98,297.83 |
| Grand total | $ 281,955.81 | $ 828,649.34 | $ 1,110,605.15 |
| Operating expenses for Iowa | 222,887.80 | 670,843.76 | 893,731.56 |

Percentage of operating expenses to earnings, whole line .7978



## GENERAL BALANCE SHEET.

### DEBIT.

| | |
|---|---|
| Cost of road | $ 20,711,114.19 |
| Cost of equipment | |
| Materials and supplies | 117,899.94 |
| Total | $ 20,829,014.13 |

### CREDIT.

| | |
|---|---|
| Capital stock | $ 14,300,000.00 |
| Funded debt | 5,900,000.00 |
| Current liabilities | 24,550.00 |
| Accrued interest on funded debt not yet payable | 24,583.33 |
| Money received from reorganization committee of Central Iowa Railway to pay interest | 480,625.00 |
| Profit and loss | 100,245.81 |
| Total | $ 20,829,014.13 |

## CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

### RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| NET INCOME: | | |
| From operation | $ 281,331.53 | |
| From other sources | 14,684.72 | |
| Total | $ 296,016.25 | $ 296,016.25 |
| INCREASE IN LIABILITIES: | | |
| Increase in current liabilities | $ 10,350.63 | |
| Total | $ 10,350.63 | $ 10,350.63 |
| DECREASE IN ASSETS: | | |
| Cash on hand | $ 16,358.80 | |
| Total | $ 16,358.80 | $ 16,358.80 |
| MISCELLANEOUS: | | |
| All other sources, sale of equipment | | 2,500.00 |
| Money received from reorganization committee to pay interest | | 480,625.00 |
| Grand total | | $ 814,850.68 |

RESOURCES ACCOUNTED FOR.

| | | | |
|---|---|---|---|
| FIXED CHARGES: | | | |
| Interest on funded debt paid | $ 263,475.00 | | |
| Other interest paid | 286,050.00 | | |
| Rentals | 88,849.56 | | |
| Taxes | 55,893.24 | | |
| Total | $ 694,267.80 | $ | 694,267.80 |
| BETTERMENTS TO PROPERTY: | | | |
| Other permanent improvements | 42,257.74 | | |
| Additional equipment | 2,598.12 | | |
| Total | $ 44,855.86 | $ | 44,855.86 |
| INCREASE IN ASSETS: | | | |
| Cash assets | $ 47,727.77 | | |
| Other assets | 22,314.96 | | |
| Total | $ 70,042.73 | $ | 70,042.73 |
| MISCELLANEOUS: | | | |
| Other expenditures, indebtedness of Central Iowa Railway Company paid | $ 5,693.29 | | |
| Total | $ 5,693.29 | $ | 5,693.29 |
| Grand total | | $ | 814,859.68 |

## IMPORTANT CHANGES DURING THE YEAR.

Central Iowa Railway Company reorganized into Iowa Central Railway Company and taken out of Receivership May 15, 1889. Bonded indebtedness of old company refunded with bonds of Iowa Central Railway Company, bearing interest at five per cent.

## CONTRACTS, AGREEMENTS, ETC.

### EXPRESS COMPANIES.

United States Express Company. Agents and messengers supplied by it. Iowa Central Railway Company furnishes cars at a fixed rate per diem. Freight taken and delivered in car by the express company.

### MAILS.

Iowa Central Railway Company furnishes mail cars with proper facilities, and delivers mail at terminal and intermediate offices within eighty rods of station house. Compensation allowed by United States Post-office Department is based upon returns showing amount and character of service for thirty consecutive working days.

### SLEEPING-CAR COMPANY.

Pullman Palace Car Company. Mileage paid Car Company. Additional charges according to distance.



### OTHER RAILROAD COMPANIES.

Iowa Central Railway Company uses Peoria & Pekin Union Railway Company tracks from Iowa Junction, Ill., to Peoria, Ill., distance 3¼ miles, and terminal facilities at Peoria, for which a fixed rental is paid; also fixed charges for handling cars; also Peoria Terminal Railway tracks at Monmouth Junction, Ill., at fixed rental.

### TELEGRAPH COMPANIES.

Western Union Telegraph Company owns and controls all telegraph wires on line of this road. Railway Company uses wires for its own business, and keeps them in repair. All supplies furnished by telegraph company.

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|---|---|---|---|---|---|---|---|
| | From— | To— | Miles. | | | | |
| First mortgage bonds | Alden, Iowa | Northwood, Iowa | 180.481 | | | | |
| First mortgage bonds | Ironton, Iowa | Belmond, Iowa | 22.395 | | | | |
| First mortgage bonds | Minerva Junction, Iowa | Story City, Iowa | 34.510 | | | | |
| First mortgage bonds | Newberg, Iowa | State Center, Iowa | 15.012 | | | | |
| First mortgage bonds | G. & M. Junction, Iowa | Montezuma, Iowa | 37.748 | | | | |
| First mortgage bonds | New Sharon, Iowa | Newton, Iowa | 95.341 | | | | |
| First mortgage bonds | Oskaloosa, Iowa | Mississippi River, Iowa | 88.666 | | | | |
| First mortgage bonds | Keithsburg, Ill. | Iowa Junction, Ill. | | | | | |
| | | | 498.094 | $ 11,885.00 | All. | | |



EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers | 8 | $ 20,126.00 | $ ..... |
| General office clerks | 52 | 35,359.99 | 1.86 |
| Station agents | 101 | 45,260.50 | 1.23 |
| Other stationmen | 65 | 29,204.73 | 1.32 |
| Enginemen | 54 | 50,806.93 | 3.55 |
| Firemen | 54 | 34,676.55 | 2.04 |
| Conductors | 36 | 34,756.52 | 3.09 |
| Other trainmen | 60 | 41,151.47 | 2.19 |
| Machinists | 32 | 19,140.02 | 2.79 |
| Carpenters | 80 | 54,240.61 | 2.17 |
| Other shopmen | 160 | 89,249.51 | 1.78 |
| Section foremen | 73 | 36,900.00 | 1.39 |
| Other trackmen | 286 | 100,807.97 | 1.13 |
| Switchmen, flagmen and watchmen | 20 | 13,840.75 | 1.90 |
| Telegraph operators and dispatchers | 10 | 8,751.56 | 2.39 |
| All other employes and laborers | 35 | 24,080.87 | 2.20 |
| Total | 1,116 | $ 646,977.62 | ..... |
| DISTRIBUTION OF ABOVE: | | | |
| General administration | 60 | $ 60,491.89 | ..... |
| Maintenance of way and structures | 410 | 184,827.84 | ..... |
| Maintenance of equipment | 214 | 128,872.84 | ..... |
| Conducting transportation | 432 | 272,785.05 | ..... |
| Total | 1,116 | $ 646,977.62 | ..... |

EMPLOYES IN IOWA.

| | | |
|---|---|---|
| Number of employes in Iowa | | 937 |
| Amount paid employes in Iowa | $ | 546,852.86 |

Several employes work both in Illinois and Iowa.

## PASSENGER, FREIGHT, AND TRAIN MILEAGE.

| | | |
|---|---|---|
| **PASSENGER TRAFFIC:** | | |
| Number of passengers carried earning revenue | 334,152 | |
| Number of passengers carried one mile | 9,331,881 | |
| Average distance carried | 27.92 | |
| Total passenger revenue | | $ 235,616.81 |
| Average amount received from each passenger | | .70.51 |
| Average receipts per passenger per mile | | .02.525 |
| Estimated cost of carrying each passenger one mile | | .02.473 |
| Passenger earnings per mile of road | | 459.54 |
| Passenger earnings per train-mile | | .60.331 |
| **FREIGHT TRAFFIC:** | | |
| Number of tons carried of freight earning revenue | 886,688 | |
| Number of tons carried one mile | 102,644,792 | |
| Average distance haul of one ton | 116 | |
| Total freight revenue | | 1,099,248.39 |
| Average amount received for each ton of freight | | 1.23.972 |
| Average receipts per ton per mile | | .1.070 |
| Estimated cost of carrying one ton one mile | | .807 |
| Freight earnings per mile of road | | 2,143.94 |
| Freight earnings per train mile | | 1.12.874 |
| **PASSENGER AND FREIGHT:** | | |
| Passenger and freight earnings | | 1,334,865.01 |
| Passenger and freight earnings per mile of road | | 2,603.48 |
| Expense per mile of road | | 2,166.09 |
| Total earnings per mile of road, including mails, express, etc | | 2,714.78 |
| Number of passenger trains | 3,075 | |
| Number of freight trains | 15,782 | |
| **TRAIN MILEAGE:** | | |
| Miles run by passenger trains, .2862 per cent | 390,541 | |
| Miles run by freight trains, .7138 per cent | 973,873 | |
| Total mileage trains earning revenue | 1,364,414 | |
| Miles run by switching trains | 217,397 | |
| Miles run by construction and other trains | 43,277 | |
| Grand total train mileage | 1,625,088 | |
| Mileage of loaded freight cars—north and west | 5,513,684 | |
| Mileage of loaded freight cars—south and east | 3,351,746 | |
| Mileage of empty freight cars—north and west | 1,632,510 | |
| Mileage of empty freight cars—south and east | 3,700,661 | |
| Average number of freight cars in train | 14.6 | |
| Average number of loaded cars in train | 9.1 | |
| Average number of empty cars in train | 5.5 | |
| Average number of tons of freight in train | 169.9 | |
| Average number of tons of freight in each loaded car | 6.17 | |



## FREIGHT TRAFFIC MOVEMENT—IOWA.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Tons. | Per cent. |
|---|---|---|
| **PRODUCTS OF AGRICULTURE—** | | |
| Grain | 11,740 | 3.09 |
| Flour | 964 | |
| Other mill products | 173 | |
| Hay | 703 | |
| Tobacco | 2 | |
| Fruit and vegetables | 562 | |
| **PRODUCTS OF ANIMALS—** | | |
| Live stock | 5,672 | 1.26 |
| Other packing-house products | 9 | |
| Poultry, Game and fish | 3 | |
| Wool | 37 | |
| Hides and leather | 40 | |
| **PRODUCTS OF MINES—** | | |
| Anthracite coal | 478 | 90.46 |
| Bituminous coal | 409,256 | |
| Stone and sand | 4,591 | |
| **PRODUCTS OF FOREST—** | | |
| Lumber | 1,674 | .37 |
| **MANUFACTURES—** | | |
| Petroleum and other oils | 741 | 1.20 |
| Sugar | 225 | |
| Castings and machinery | 283 | |
| Cement, stucco and lime | 2,307 | |
| Agricultural implements | 418 | |
| Wagons, carriages and tools | 149 | |
| Wines, liquors and beer | 6 | |
| Household goods and furniture | 1,387 | |
| MERCHANDISE | 8,135 | 1.78 |
| MISCELLANEOUS | 8,464 | 1.84 |
| Total tonnage | 458,021 | 100 |

What per cent does the local freight business of Iowa bear to the total freight business of the entire line?

49.39 per cent. Passenger, 56.33 per cent.

What per cent does local freight business of Iowa bear to freight originating on your line in Iowa and passing outside the State?

No records freight or passenger.

What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?

No records.

What per cent does local freight business bear to freight moved across the State from points outside to points inside the State?

No records.

What per cent of freight received at each station on your road is local, and what per cent inter-State?

No records.

What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

North and south bound business all to Iowa, passenger and freight. East and west bound business divided on mileage basis, passenger and freight.

What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

Mileage basis, passenger and freight.

What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?

Mileage basis, passenger and freight.

What proportion of earnings is credited to each branch line of your road on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?

Mileage basis of each branch, passenger; 40 per cent of entire revenue, freight.

Give the amount and kind of freight furnished by each branch line to your main line.

No records.



## FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road, whole tons. | Freight received from connecting roads and other carriers, whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | 98,444 | 29,098 | 127,502 | |
| Flour | 1,308 | 8,303 | 9,611 | |
| Other mill products | 661 | 337 | 1,000 | 18.32 |
| Hay | 5,319 | 7,288 | 12,607 | |
| Tobacco | 18 | 14 | 32 | |
| Fruit and vegetables | 3,146 | 10,350 | 13,496 | |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | 43,537 | 3,895 | 47,432 | |
| Dressed meats | ..... | 419 | 419 | |
| Other packing-house products | 2,555 | 1,591 | 4,146 | 5.94 |
| Poultry, game and fish | 117 | 163 | 280 | |
| Wool | 66 | ..... | 66 | |
| Hides and leather | 307 | 33 | 340 | |
| PRODUCTS OF MINES— | | | | |
| Anthracite coal | 2,364 | 10,406 | 12,770 | |
| Bituminous coal | 407,953 | 89,108 | 497,061 | |
| Coke | 17 | 252 | 269 | 38.45 |
| Ores | 53 | 2,059 | 2,112 | |
| Stone, sand, and other like articles | 4,449 | 1,621 | 6,070 | |
| PRODUCTS OF FOREST— | | | | |
| Lumber | 3,305 | 47,088 | 50,393 | 5.70 |
| MANUFACTURES— | | | | |
| Petroleum and other oils | 2,583 | 410 | 2,993 | |
| Sugar | 303 | 649 | 952 | |
| Iron, pig and bloom | 24 | 2,191 | 2,214 | |
| Iron and steel rails | 256 | 2,763 | 3,019 | |
| Other castings and machinery | 894 | 1,496 | 2,390 | |
| Bar and sheet metal | ..... | 42 | 42 | 3.42 |
| Cement, brick and lime | 3,192 | 2,233 | 5,425 | |
| Agricultural implements | 1,981 | 2,045 | 4,026 | |
| Wagons, carriages, tools, etc | 598 | 633 | 1,231 | |
| Wines, liquors and beers | 255 | 3,985 | 4,240 | |
| Household goods and furniture | 2,635 | 1,300 | 3,935 | |
| MERCHANDISE— | 14,569 | 11,154 | 25,723 | 2.90 |
| MISCELLANEOUS— | | | | |
| Other commodities not mentioned above | 26,402 | 18,570 | 45,002 | 5.07 |
| Total tonnage | 627,302 | 259,386 | 886,688 | 100 |

## TONNAGE CROSSING THE MISSISSIPPI RIVER AT KEITHSBURG, IOWA, FOR THE YEAR ENDING JUNE 30, 1889.

| | |
|---|---|
| East bound number of tons | 118,141 |
| West bound number of tons | 61,854 |
| Total | 179,995 |

All rolling-stock used in common in Iowa, Illinois and Minnesota.

## DESCRIPTION OF EQUIPMENT.

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|---|---|---|---|---|---|---|
| | | | Number. | Kind. | Number. | Kind. |
| LOCOMOTIVES— | | | | | | |
| Passenger | 10 | 10 | .... | Air | .... | .... |
| Freight | 34 | 8 | .... | Steam | .... | .... |
| Switching | 5 | 1 | .... | Steam | .... | .... |
| Total | 49 | 19 | .... | .... | .... | .... |
| CARS IN PASSENGER SERVICE— | | | | | | |
| First-class passenger cars | 18 | 18 | .... | Air | .... | .... |
| Combination passenger cars | 11 | 11 | .... | Air | .... | .... |
| Bag., express and postal cars | 3 | 3 | .... | Air | .... | .... |
| Total | 32 | 32 | .... | .... | .... | .... |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Box cars | 567 | .... | .... | .... | .... | .... |
| Stock cars | 50 | .... | .... | .... | .... | .... |
| Coal cars and flat cars | 852 | .... | .... | .... | .... | .... |
| Total | 1,469 | .... | .... | .... | .... | .... |
| CARS IN COMPANY'S SERVICE— | | | | | | |
| Derrick cars | 2 | .... | .... | .... | .... | .... |
| Caboose cars | 15 | .... | .... | .... | .... | .... |
| Other road cars | 3 | .... | .... | .... | .... | .... |
| Tool cars | 11 | .... | .... | .... | .... | .... |
| Total | 31 | .... | .... | .... | .... | .... |
| Total owned | 1,532 | .... | .... | .... | .... | .... |
| Grand total | 1,581 | .... | .... | .... | .... | .... |



## MILEAGE.

### A. MILEAGE OF ROAD OPERATED.

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary company. | New line constructed during year. | Line operated under trackage rights. | Total mileage, excluding trackage rights. | Total mileage operated. | New line constructed during year. |
|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track | 361,741 | 124,713 | .... | .... | .... | .... | 51,225 | 397,766 | 448,991 | .... |
| Miles of yard track, sidings and spurs | 55,367 | 7,093 | .... | .... | .... | .... | 4,550 | 88,650 | 92,910 | .... |
| Miles of second track | .... | .... | .... | .... | .... | .... | 243 | .... | 243 | .... |
| Total mileage operated (all tracks) | 417,108 | 131,806 | .... | .... | .... | .... | 56,370 | 486,454 | 542,144 | .... |
| Miles of single track | 361,741 | 124,713 | .... | .... | .... | .... | 51,225 | 397,766 | 448,991 | .... |
| Miles of yard track, sidings and spurs | 55,367 | 7,093 | .... | .... | .... | .... | 4,550 | 88,650 | 92,910 | .... |
| Miles of second track | .... | .... | .... | .... | .... | .... | 243 | .... | 243 | .... |
| Total mileage operated (all tracks) | 417,108 | 131,806 | .... | .... | .... | .... | 56,370 | 486,454 | 542,144 | .... |
| Miles of single track | 361,741 | 124,713 | .... | .... | .... | .... | 51,225 | 397,766 | 448,991 | .... |
| Miles of yard track, sidings and spurs | 55,367 | 7,093 | .... | .... | .... | .... | 4,550 | 88,650 | 92,910 | .... |
| Miles of second track | .... | .... | .... | .... | .... | .... | 243 | .... | 243 | .... |
| Total mileage operated (all tracks) | 417,108 | 131,806 | .... | .... | .... | .... | 56,370 | 486,454 | 542,144 | .... |
| Miles of single track | 361,741 | 124,713 | .... | .... | .... | .... | 51,225 | 397,766 | 448,991 | .... |
| Miles of yard track, sidings and spurs | 55,367 | 7,093 | .... | .... | .... | .... | 4,550 | 88,650 | 92,910 | .... |
| Miles of second track | .... | .... | .... | .... | .... | .... | 243 | .... | 243 | .... |
| Total mileage operated (all tracks) | 417,108 | 131,806 | .... | .... | .... | .... | 56,370 | 486,454 | 542,144 | .... |

### B. MILEAGE OF LINE BY STATES AND TERRITORIES.

#### 1. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary company. | New line constructed during year. | Line operated under trackage rights. | Total mileage, excluding trackage rights. | Total mileage operated. | New line constructed during year. |
|---|---|---|---|---|---|---|---|---|---|---|
| Iowa | 273,082 | 124,713 | .... | .... | .... | .... | 51,225 | 397,766 | 448,991 | .... |
| Illinois | 88,659 | .... | .... | .... | .... | .... | 4,550 | 88,650 | 92,910 | .... |
| Minnesota | .... | .... | .... | .... | .... | .... | 243 | .... | 243 | .... |
| Total mileage operated (single track) | 361,741 | 124,713 | .... | .... | .... | .... | 56,370 | 486,454 | 542,144 | .... |

#### II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| | Iron. | Steel. | Iron. | Steel. |
|---|---|---|---|---|
| Iowa | 284,722 | 124,713 | .... | .... |
| Illinois | 88,659 | .... | .... | .... |
| Total mileage owned (single track) | 373,381 | 124,713 | .... | .... |

| RAILS. | | | RAILS. | |
|---|---|---|---|---|
| | Iron. | Steel. | Iron. | Steel. |
| | 240,830 | 371,894 | 469,455 | 171,308 |
| | 62,360 | 1,300 | 16,300 | 72,356 |
| | 303,190 | 373,193 | 485,755 | 245,664 |

## RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|---|---|---|---|---|---|---|
| Kind. | Tons. | Weight per yard, lbs. | Average price per ton at distributing point. | Kind. | Number. | Average price at distributing point. |
| Steel, in Iowa | 2,102,866 | 60 | $ 30.65 | Oak track ties, Iowa | 157,572 | $ .47 |
| | | | | Oak track ties, Illinois | 72,175 | .47 |
| Total steel | 2,102,866 | 60 | $ 30.65 | | 229,747 | |
| | | | | Oak switch ties, Iowa | 3,040 | .87 |
| | | | | Oak switch ties, Illinois | 152 | .87 |
| | | | | | 3,192 | |
| | | | | Total | 232,939 | |

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—anthracite. | Tons of coal—bituminous. | Total fuel consumed, Iowa. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|
| Passenger | 10,986.50 | 261.00 | 11,248.40 | 422,177 | 53.39 |
| Freight | 42,437.50 | 627.60 | 43,065.10 | 1,114,599 | 77.40 |
| Switching | 3,471.00 | 27.00 | 3,498.00 | 149,963 | 46.69 |
| Work special | 1,046.50 | .50 | 1,047.00 | 46,727 | 44.86 |
| Total | 57,941.50 | 917.00 | 58,858.50 | 1,733,307 | 67.91 |

Average cost at distributing point:
Anthracite ..... $1.506.
Bituminous ..... 2.67.

## ACCIDENTS TO PERSONS IN IOWA.

| KIND OF ACCIDENT. | EMPLOYES. | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN, AND WATCHMEN. | | OTHER EMPLOYES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling | | 14 | | 3 | | | | 17 |
| Collisions | | 6 | | | | | | 6 |
| Derailments | | 12 | | | | | | 12 |
| Other train accidents | | 6 | | | | | | 6 |
| Other causes | | 6 | | | | 19 | | 25 |
| Total | | 34 | | 3 | | 19 | | 57 |



## ACCIDENTS TO PERSONS—CONTINUED.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| At highway crossing | | 1 | | 2 | | | | 3 |
| Other causes | | 2 | | | | | | 2 |
| Total | | 3 | | 2 | | | | 5 |

## ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYES. | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN AND WATCHMEN. | | OTHER EMPLOYES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling | 1 | 14 | | 3 | | 1 | 1 | 18 |
| Falling from trains and engines | | | | | | 3 | | 3 |
| Collisions | | 6 | | | | | | 6 |
| Derailments | 1 | 12 | | | | 1 | 1 | 13 |
| Other train accidents | | | | | | | | |
| Other causes | | 6 | | | 1 | 17 | 1 | 23 |
| Total | 2 | 33 | | 3 | 1 | 23 | 3 | 57 |

## ACCIDENTS TO PERSONS—CONTINUED.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Derailments | 1 | 1 | | | 4 | 1 | 1 | 2 |
| Other train accidents | | 1 | | | 2 | | | 3 |
| At stations | | | 1 | | | | 1 | |
| Total | 1 | 2 | 1 | | 6 | 1 | 2 | 5 |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | PROFILE. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Length of level line. | Ascending grades. | | | Descending grades. | | | |
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | —miles. | Number. | Sum of ascents—feet. | Aggregate length of ascending grades—miles. | Number. | Sum of descents—feet. | Aggregate length of descending grades—miles. |
| Lyle | Albia | 108.041 | 188 | 40.358 | 157.683 | 351.421 | 559 | 2,650.7 | 76.382 | 508 | 2,960 | 48.259 |
| Okaloosa | Mississippi River | 96.711 | 132 | 24.717 | 71.994 | 18.090 | 111 | 1,088.9 | 34.015 | 120 | 1,410.9 | 44.640 |
| Hampton | Belmond | 32.393 | 117 | 4.466 | 17.737 | 3.131 | 44 | 295 | 8.590 | 30 | 185.4 | 10.322 |
| Minerva Junction | Story City | 34.510 | 18 | 4.264 | 30.176 | 7.124 | 54 | 209.1 | 18.125 | 35 | 257.8 | 9.261 |
| Newburg | State Center | 15.049 | 36 | 7.275 | 18.045 | 4.141 | 49 | 137.6 | 7.272 | 24 | 197.6 | 10.257 |
| Grinnell and Montezuma Junction | Montezuma | 24.717 | 115 | 6.705 | 19.009 | 5.709 | 31 | 210.5 | 12.272 | 25 | 282.4 | 9.261 |
| New Sharon | Newton | 37.748 | 45 | 7.285 | 20.363 | 4.779 | 57 | 291.6 | 12.494 | 42 | 392.4 | 10.549 |
| Keithsburg | Peoria, Illinois | 89.759 | 137 | 20.610 | 60.149 | 17.540 | 108 | 1,182.8 | 26.741 | 117 | 1,265.3 | 33.378 |
| Total | | 500.224 | 604 | 112.325 | 386.889 | 81.148 | 725 | 6,137.4 | 207.811 | 707 | 6,977.3 | 220.265 |
| Total for Iowa | | 419.120 | 467 | 91.725 | 327.205 | 63.063 | 585 | 4,954.6 | 169.070 | 620 | 5,212.0 | 186.987 |



## CHARACTERISTICS OF ROAD.

BRIDGES—

| | |
|---|---|
| Number iron | 5 |
| Number wooden | 14 |
| Number combination | 6 |
| Same for Iowa: | |
| Number iron | 5 |
| Number wood | 12 |
| Number combination | 6 |

TRESTLES—

| | |
|---|---|
| Number | 551 |
| Aggregate length | 61,502 |
| Same for Iowa: | |
| Number | 427 |
| Length | 49,816 |

GAUGE OF TRACK—

Four feet and eight and one half inches.

Same for Iowa:

Four feet and eight and one half inches.

TELEGRAPH—

Operated by Western Union Telegraph Company, 518.4 miles of line.
Operated by Western Union Telegraph Company, 791.7 miles of wire.

Same for Iowa:

Operated by Western Union Telegraph Company, 436.25 miles line.
Operated by Western Union Telegraph Company, 699.55 miles wire.

## QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock yards, or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs:

Union passenger depot, freight depot and yards at Peoria, Ill.; Peoria & Pekin Union Railway; Tracks at Monmouth Junction, Ill.; Peoria Terminal Railway.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic:

Inter-state Commerce Association, Western Freight Association, Iowa Railway Passenger Association.

Central Iowa Central Railway stock all canceled. Issue of Iowa Central Railway stock not yet complete.

The average amount of tonnage that can be carried on our road in the State by an engine weighing sixty tons, 250 tons.

Mileage tickets for other than cash compensation, 123,500 miles—all for advertising. Value not included in gross receipts.

STATE OF IOWA, } ss.
COUNTY OF MARSHALL, }

We, the undersigned, C. H. Ackert, General Manager, and E. S. Benson, Auditor, of the Iowa Central Railway Company, on our oaths do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and

records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

(Signed) C. H. ACKERT,
*General Manager.*
E. S. BENSON,
*Auditor.*

Subscribed and sworn to before me this 5th day of October, 1889.

R. A. DUGAN,
[SEAL.] *Notary Public in and for Marshall County, Iowa.*

# ANNUAL REPORT

OF THE

# CHICAGO, ROCK ISLAND & PACIFIC

# RAILWAY COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

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### HISTORY.

Name of common carrier making this report:
Chicago, Rock Island & Pacific Railway Company.

Date of organization:
June 2, 1880.

If a consolidated company, name the constituent companies? Give reference to charters of each, and all amendments of same:

The Rock Island & La Salle Railroad Company was organized under charter granted by State of Illinois, February 27, 1847. The name was changed to Chicago & Rock Island by charter granted February 7, 1851.

The Mississippi & Missouri Railroad Company was incorporated under general laws of the State of Iowa, February 1, 1853. The Chicago, Rock Island & Pacific Railroad Company of Iowa was incorporated under the general laws of the State of Iowa on the 28th day of May, 1866, the purpose of incorporation being to acquire and operate the railroad built by the Mississippi & Missouri Railroad Company. The property of the last-named company was sold under a decree of foreclosure on the 9th day of July, 1866, and was purchased by the Chicago, Rock Island & Pacific Railrood Company of Iowa.

On the 26th day of August, 1866, the Chicago & Rock Island Railroad Company, of the State of Illinois, and the Chicago, Rock Island & Pacific Railroad Company, of the State of Iowa, were consolidated by virtue of general laws of the States of Illinois and Iowa, the consolidated company taking the name of the Chicago, Rock Island & Pacific Railroad Company.

On June 2, 1880, another consolidation was effected, whereby the Iowa Southern & Missouri Northern Railroad (embracing the Chicago & Southwestern Railroad, the Des Moines, Indianola & Missouri Railroad, and the Des Moines, Winterset & Southwestern Railroad), the Atlantic & Audubon Railroad, Avoca, Macedonia & Southwestern Railroad, Atlantic & Southern Railroad, Guthrie & Northwestern, and the Newton & Monroe Railroads were consolidated with the Chicago, Rock Island & Pacific Railroad Company, the consolidated company taking the name of the Chicago, Rock Island & Pacific Railway Company.

## ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| David Dows | New York City | June, 1891. |
| Jas. R. Cowing | New York City | June, 1890. |
| Sidney Dillon | New York City | June, 1891. |
| R. P. Flower | New York City | June, 1892. |
| Benj. Brewster | New York City | June, 1891. |
| H. R. Bishop | New York City | June, 1892. |
| Henry M. Flagler | New York City | June, 1891. |
| Hugh Riddle | Chicago, Ill. | June, 1890. |
| H. H. Porter | Chicago, Ill. | June, 1890. |
| Marshall Field | Chicago, Ill. | June, 1890. |
| John DeKoven | Chicago, Ill. | June, 1890. |
| R. R. Cable | Rock Island, Ill. | June, 1891. |
| Geo. G. Wright | Des Moines, Iowa | June, 1892. |

Total number of stockholders at date of last election:
Three thousand nine hundred and thirty-one.

Date of last meeting of stockholders for election of directors:
June 5, 1889.

Give post-office address of general office:
Chicago, Illinois.

Give post-office address of operating office:
Chicago, Illinois.

## OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| President | R. R. Cable | Chicago, Ill. |
| Vice-President | David Dows | New York City. |
| Vice-President | W. G. Purdy | Chicago, Ill. |
| Assistant to President | A. Kimball | Davenport, Iowa. |
| Assistant to President | H. A. Parker | Chicago, Ill. |
| Treasurer and Secretary | W. G. Purdy | Chicago, Ill. |
| Assistant Treasurers and Assist'nt Secretaries | Jas. R. Cowing | New York City. |
| | J. F. Phillips | Chicago, Ill. |
| Assistant Treasurer | C. F. Jilson | Topeka, Kan. |
| General Counsel | Thos. F. Withrow | Chicago, Ill. |
| General Attorney | Thos. S. Wright | Chicago, Ill. |
| General Attorney | M. A. Low | Topeka, Kan. |
| Auditor | F. W. Porter | Chicago, Ill. |
| Cashier | E. E. Hayne | Chicago, Ill. |
| General Manager | E. St. John | Chicago, Ill. |
| Traffic Manager | W. M. Sage | Chicago, Ill. |
| General Freight Agent | J. M. Johnson | Chicago, Ill. |
| General Passenger Agent | John Sebastian | Chicago, Ill. |
| General Ticket Agent | | |
| General Superintendent | H. F. Royce | Chicago, Ill. |
| General Superintendent | W. I. Allen | Topeka, Kan. |
| Division Superintendent | H. R. Chamberlain | Chicago, Ill. |
| Division Superintendent | John Givin | Des Moines, Iowa. |
| Division Superintendent | C. L. Ewing | Trenton, Mo. |
| Division Superintendent | C. N. Gilmore | Des Moines, Iowa. |
| Division Superintendent | C. Dunlap | Norton, Kan. |
| Division Superintendent | W. J. Lawrence | Colorado Springs, Col |
| Superintendent of Telegraph | A. R. Swift | Chicago, Ill. |
| General Baggage Agent | J. D. Martson | Chicago, Ill. |
| Land Commissioner | J. L. Drew | Davenport, Iowa. |
| General Attorney for Iowa | Thos. S. Wright | Chicago, Ill. |
| General Superintendent for Iowa | H. F. Royce | Chicago, Ill. |
| Division Superintendent for Iowa | John Givin | Des Moines, Iowa. |
| Division Superintendent for Iowa | C. N. Gilmore | Des Moines, Iowa. |
| Division Superintendent for Iowa | C. L. Ewing | Trenton, Mo. |





## PROPERTY OPERATED.

| NAME. | TERMINALS. FROM— | TERMINALS. TO— | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| Chicago, Rock Island & Pacific Railway | Chicago, Illinois | Council Bluffs, Iowa | 490.2 | 490.2 |
| | Davenport, Iowa | Atchison, Kansas | 342.4 | |
| | Atchison Junction, Missouri | Leavenworth, Kansas | 22.5 | |
| | Washington, Iowa | Knoxville, Iowa | 78.1 | |
| | South Englewood, Illinois | South Chicago, Illinois | 7.5 | |
| | Mitchellville, Iowa | Des Moines, Iowa | 17 | |
| | Newton, Iowa | Monroe, Iowa | 17 | |
| | Des Moines, Iowa | Indianola and Winterset, Iowa | 46.9 | 686.6 |
| | Menlo, Iowa | Guthrie Center, Iowa | 14.5 | |
| | Atlantic, Iowa | Audubon, Iowa | 14.3 | |
| | Avoca, Iowa | Harlan, Iowa | 17.5 | |
| | Avoca, Iowa | Carson, Iowa | 17.6 | |
| | Avoca, Iowa | Harlan, Iowa | 11.8 | |
| | Mt. Zion, Iowa | Kossuqua, Iowa | 4.5 | |
| | Wilton, Iowa | Lime Kilns, Iowa | 4 | |
| | Silvis, Illinois | Rock Island, Ill. | 40.7 | |
| | South St. Joseph, Missouri | Brashville, Missouri | 14.7 | |
| | Kansas City, Missouri | Armourdale, Kansas | 2.4 | |
| | Bureau Junction, Illinois | Peoria, Illinois | 46.7 | |
| | Keokuk, Iowa | Des Moines, Iowa | 162.2 | |
| | Des Moines, Iowa | Council Bluffs, Iowa | 143.3 | |
| | Des Moines & Ft. Dodge Railroad | Ft. Dodge and Rushven, Iowa | 420.54 | 1,746.60 |
| | Chicago, Kansas & Nebraska Railroad | Pond Creek, Indian Territory | 160.46 | |
| | Herrington, Kansas | Herrington, Kansas | 40.50 | |
| | Horton, Kansas | Salina, Kansas | 96.50 | |
| | Beaver, Nebraska | Roswell, Colorado | 264.00 | |
| | McPherson, Kansas | Belleville, Kansas | 101.19 | |
| | Hanover, Kansas | Belleville, Kansas | 101.58 | |
| | Dodge City, Kansas | Buckline, Kansas | 25.87 | |
| Hannibal & St. Joseph Railroad | Cameron, Missouri | Kansas City, Missouri | 54.3 | |
| Union Pacific Railway | Kansas City, Missouri | North Topeka, Kansas | 67.6 | 2,20.7 |
| | Limon, Colorado | Denver, Colorado | 92.1 | |
| Denver & Rio Grande Railroad | Denver, Colorado | Pueblo, Colorado | 119.6 | |
| Total mileage operated | | | | 3,357.1 |
| Total mileage operated in Iowa | | | | 186.6 |

## CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. June 30, 1889. | MARKET PRICE OF SHARES. Average for year. | DIVIDENDS DECLARED DURING YEAR. Rate. | DIVIDENDS DECLARED DURING YEAR. Amount. |
|---|---|---|---|---|---|---|---|
| CAPITAL STOCK— | | | | | | | |
| Common | $ 100.00 | $ 50,000,000.00 | $ 46,156,000.00 | $ 95.75 | $ 101.00 | 5 per cent. | $ 2,307,707.00 |
| Total | | $ 50,000,000.00 | $ 46,156,000.00 | | | | $ 2,307,707.00 |

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | PARTICULARS AND EXPLANATIONS. |
|---|---|---|---|
| ISSUED FOR CASH— | | | |
| Common | | $ 4,196,000.00 | |
| ISSUED FOR REORGANIZATION— | | | |
| Common | | 41,960,000.00 | |
| Total | | $ 46,156,000.00 | |

| | |
|---|---|
| Amount of stock per mile of road | $ 38,923.93 |
| Amount of stock representing the road in Iowa | 29,609,433.55 |
| Amount of stock held in Iowa | 500,400.00 |
| Total number of stockholders | 3,931 |
| Number of stockholders in Iowa | 31 |



## FUNDED DEBT.

### COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. Date of issue. | TIME. When due. | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | INTEREST. Rate. | INTEREST. When payable. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|---|---|---|---|---|---|
| Chicago & Southwestern | 1869 | 1899 | | $ 5,000,000.00 | $ 5,000,000.00 | | .07 | May and Nov. | $ 350,000.00 | $ 350,000.00 |
| First mortgage | 1877 | 1917 | | 12,500,000.00 | 12,500,000.00 | | .06 | Jan. and July | 720,000.00 | 720,000.00 |
| Extension and collateral | 1884 | 1934 | | 30,310,000.00 | 30,220,000.00 | | .05 | Jan. and July | 1,434,404.16 | 1,434,404.16 |
| Total | | | | $ 47,810,000.00 | $ 47,720,000.00 | | | | $ 2,500,404.16 | $ 2,500,404.16 |
| Amount of funded debt representing road in Iowa | | | | | $ 11,703,000.61 | | | | | |

### RECAPITULATION OF FUNDED DEBT.

| ACCOUNT. | Amount issued. | Amount outstanding. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|
| Bonds | $ 47,810,000.00 | $ 47,720,000.00 | $ 2,500,404.16 | $ 2,500,404.16 |
| Total | $ 47,810,000.00 | $ 47,720,000.00 | $ 2,500,404.16 | $ 2,500,404.16 |

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---|
| Cash | $ 403,257.82 |
| Bills receivable | 4,500.00 |
| Due from agents | 486,748.22 |
| Net traffic balances due from other companies | 77,732.82 |
| Due from solvent companies and individuals | 544,146.84 |
| *Other cash assets | 1,647,551.51 |
| Balance—current liabilities | $ 3,163,937.21 |
| Total | |

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | |
|---|---|
| Loans and bills payable | $ 2,721,719.37 |
| Audited vouchers and accounts | 409,905.58 |
| Wages and salaries | 32,312.26 |
| Total | $ 3,163,937.21 |

*Materials and supplies on han 64,064.19.



## RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| | | To Railroads. | To other Properties. | Miles. | Amount. | |
| Capital stock | $ 46,156,000.00 | | | 1,185.8 | $ 38,923.93 | |
| Bonds | 17,500,000.00 | | | 1,004.9 | 17,414.67 | |
| Total | $ 63,656,000.00 | | | | | |

MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN INCOME ACCOUNT.

| NAME OF ROAD. | CAPITAL STOCK. | FUNDED DEBT. | CURRENT LIABILITIES. | TOTAL. | AMOUNT PER MILE OF ROAD. | |
|---|---|---|---|---|---|---|
| | | | | | Miles. | Amount. |
| Chicago, Rock Island & Pacific | $ 46,156,000.00 | $ 17,500,000.00 | $ 1,647,551.51 | $ 63,303,551.51 | 1,185.8 | $ 55,071.30 |
| Peoria & Bureau Valley | 1,500,000.00 | | | 1,500,000.00 | 46.7 | 32,119.91 |
| Keokuk & Des Moines | 4,125,000.00 | 2 750,000.00 | | 6,875,000.00 | 162.2 | 42,385.94 |
| Des Moines & Ft. Dodge | 5,041,280.00 | 3,072,000.00 | | 8,113,280.00 | 143.7 | 56,459.84 |
| Chicago, Kansas & Nebraska | 27,687,900.00 | 25,141,000.00 | | 52,828,900.00 | 1,388 | 38,061.17 |
| Grand total | $ 84,510,180.00 | $ 48,463,000.00 | $ 1,647,551.51 | $ 134,620,731.51 | | |
| For Iowa: | | | | | | |
| Chicago, Rock Island & Pacific | $ 29,609,433.55 | $ 11,703,099.61 | | $ 41,312,533.16 | 760.7 | $ 54,308.58 |
| Keokuk & Des Moines | 4,125,000.00 | 2,750,000.00 | | 6,875,000.00 | 162.2 | 42,385.94 |
| Des Moines & Ft. Dodge | 5,041,280.00 | 3,072,000.00 | | 8,113,280.00 | 143.7 | 56,459.84 |
| Total for Iowa | $ 38,775,713.55 | $ 17,525,099.61 | | $ 56,300,813.16 | | |

PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. Included in operating expenses. | Not included in operating expenses. | Total expenditures. | Credits property and material sold. | Differences or net additions to property, etc. |
|---|---|---|---|---|---|
| CONSTRUCTION— | | | | | |
| Right of way | | | | | |
| Other real estate | | | | | |
| Fences | | | | | |
| Grading and bridge and culvert masonry | | | | | |
| Bridges and trestles | | | | | |
| Rails | | | | | |
| Ties | | | | | |
| Other superstructure | | | | | |
| Buildings, furniture and fixtures | | | | | |
| Shop machinery and tools | | | | | |
| Engineering expenses | | | | | |
| Interest during construction | | | | | $2,923,472.06 |
| Discount on securities sold for construction | | | | | |
| Telegraph line | | | | | |
| Wharfing, etc | | | | | |
| Sidings and yard extensions | | | | | |
| Terminal Facilities and elevators | | | | | |
| Road built by contract | | | | | |
| Purchase of constructed road | | | | | |
| Other items | | | | | |
| EQUIPMENT— | | | | | |
| Locomotives | | | | | |
| Passenger cars | | | | | |
| Sleeping, parlor and dining cars | | | | | |
| Baggage, express and postal cars | | | | | 435,451.40 |
| Combination cars | | | | | |
| Freight cars | | | | | |
| Other cars of all classes | | | | | |
| Floating equipment | | | | | |
| Grand total construction and equipment | | | | | $3,358,923.46 |



COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888. | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| CONSTRUCTION— | | | | |
| Other real estate | | | | |
| Fences | | | | |
| Grading and bridge and culvert masonry | | | | |
| Bridges and trestles | | | | |
| Rails | | | | |
| Ties | | | | |
| Other superstructure | | | | |
| Buildings, furniture and fixtures | | | | |
| Shop machinery and tools | $ 54,115,984.06 | $2,923,472.06 | $ 57,039,454.12 | $ 48,102.08 |
| Engineering expenses | | | | |
| Interest during construction | | | | |
| Discount on securities sold for construction | | | | |
| Telegraph line | | | | |
| Wharfing, etc | | | | |
| Sidings and yard extentions | | | | |
| Terminal facilities and elevators | | | | |
| Road built by contract | | | | |
| Purchase of constructed road | | | | |
| EQUIPMENT— | | | | |
| Locomotives | | | | |
| Passenger cars | | | | |
| Sleeping, parlor and dining cars | | | | |
| Baggage, express and postal cars | $ 7,924,650.05 | $ 435,451.40 | $ 8,360,081.45 | $ 7,049.32 |
| Combination cars | | | | |
| Freight cars | | | | |
| Other cars of all classes | | | | |
| Grand total cost construction and equipment | $ 620,40,612.11 | $3,358,923.46 | $ 65,399,535.57 | $ 55,151.40 |

## INCOME ACCOUNT.

| | | |
|---|---|---|
| Gross earnings from operation | $ 13,284,949.74 | |
| Less operating expenses | 9,195,637.37 | |
| Income from operation | | $ 4,089,312.37 |
| Interest on bonds owned | $ 8,660.00 | |
| Dividends on stocks owned | 49,860.00 | |
| Rental of tracks, yards and terminals | 53,314.57 | |
| Miscellaneous income, less expenses | 2,360,841.07 | |
| Income from other sources | | 2,472,675.64 |
| Total income | | $ 6,561,988.01 |
| Deductions from income: | | |
| Interest on funded debt (accrued) | $ 2,500,404.16 | |
| Rentals, including tracks, yards and terminals | 2,079,473.45 | |
| Taxes | 410,713.61 | |
| Taxes for Iowa | $ 213,633.72 | |
| Other deductions | 3,585.50 | |
| Total deductions from income | | $ 4,994,176.72 |
| Net income | | $ 1,567,811.29 |
| Dividends, five per cent, common stock | | 2,307,707.00 |
| Surplus from operations of year ending June 30, 1889 | | $ 739,895.71 |
| Surplus on June 30, 1888 | | 203,297.21 |
| Surplus on June 30, 1889 | | $ 536,598.50 |

## EARNINGS FROM OPERATION.

| | | |
|---|---|---|
| PASSENGER: | | |
| Total passenger revenue | $ 3,528,527.49 | |
| Mail | 251,113.52 | |
| Express | 250,524.27 | |
| Extra baggage and storage | 44,034.83 | |
| Other items | 96,004.01 | |
| Total passenger earnings | | $ 4,170,204.12 |
| FREIGHT: | | |
| Total freight revenue | | $ 8,773,828.38 |
| Total passenger and freight earnings | | $ 12,944,032.50 |
| OTHER EARNINGS FROM OPERATION: | | |
| Car mileage | $ 263,500.35 | |
| Telegraph companies | 8,949.38 | |
| Rentals not otherwise provided for | 69,367.51 | |
| Total other earnings | | $ 340,917.24 |
| Total gross earnings from operation | | $ 13,284,949.74 |
| Total gross earnings from operation in Iowa | | 7,800,365.78 |



## OPERATING EXPENSES, EARNINGS, ETC.

| | |
|---|---|
| Operating expenses per mile of road | $ 4,831.71 |
| Operating expenses per train mile | .88 |
| Proportion of taxes for Iowa | 213,633.72 |
| Percentage of expenses to earnings | 69.22 |
| Net earnings per train mile | .39 |
| Percentage of net earnings to stock and debt | 4.35 |
| Percentage of net earnings to cost of road and equipment | 6.25 |
| Surplus at the commencement of the year | 203,297.21 |
| Deficit at the close of the year | 536,598.50 |
| Amount of its own stock owned by the company | 12,100.00 |

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY,
OFFICE OF VICE-PRESIDENT, SECRETARY AND TREASURER,
CHICAGO, October 28, 1889.

W. W. AINSWORTH, ESQ., *Sec'y Board Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR:—Yours of the 24th inst. received.

The information which you request cannot be stated with any degree of accuracy For several years it has been the practice of this company to show in its annual reports the earning made in the State of Iowa. This was done by applying to the gross earnings of the entire system, extending through several States, an arbitrary percentage which, it was assumed, represented approximately the portion of the earnings made in the State. This percentage was necessarily arbitrary, and had merely the value of a guess, made in good faith. Since that percentage was adopted this system has been extended about fifteen hundred miles west of the Missouri river. There has also been an inequality in the development of the territory contributing to its lines. The construction of new railways and the reorganization of new lines have affected the channels of commerce in such manner as to increase the uncertainty of this percentage. These and other causes have destroyed the value of that percentage, even as an honest conjecture. I know of no method by which a railway company, operating lines extending through several States, may ascertain *accurately* its net earnings in any one. The proportion of its entire business taken up at one station and put down at another within the State may be stated, but this forms but a small portion of the information which you desire, and it can be secured only by the employment of a large force of expert accountants for several months, at an enormous expense.

The statistics which you request involve also an apportionment of the general expenses of administration and operation to the several States, and this cannot be done with any degree of accuracy, for reasons which must be obvious to the Board of Commissioners.

If it will be satisfactory to your honorable board that we compute the gross earnings and operating expenses of the road in Iowa, on the basis of the percentage the number of miles of road operated in Iowa bears to the entire mileage operated, the answer to your questions would be as follows:

| | |
|---|---|
| Gross earnings in Iowa | $ 7,800,365.78 |
| Operating expenses in Iowa | 5,285,333.65 |

Respectfully yours,

W. G. PURDY, *Vice-President.*

## RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

| DESCRIPTION AND SITUATION OF PROPERTY LEASED. | NAME OF COMPANY USING PROPERTY LEASED. | ITEM. | TOTAL. |
|---|---|---|---|
| TRACKS— | | | |
| Fort Byron Junction to Rock Island | C., M. & St. P. R'y | $ 15,000.00 | |
| Ottumwa to Harvey | Wabash Western | 15,788.22 | |
| Ottumwa to Givin | Central of Iowa | 2,252.35 | |
| Ottumwa to Kirkville | Ottumwa & Kirkv'le | 6,000.00 | |
| Avon Junction to Indianola | C., B. & Q. R. R. | 4,005.00 | |
| Total | | | $ 43,045.57 |
| YARDS— | | | |
| Chicago | L. S. & M. S. | $ 9,069.00 | |
| Muscatine | B., C. R. & N. | 1,200.00 | |
| Total | | | 10,269.00 |
| Grand total rentals received | | | $ 53,314.57 |

## MISCELLANEOUS INCOME.

| ITEM. | Gross income. | Less expenses. | Net miscellaneous income. |
|---|---|---|---|
| Exchange, interest and discount | | | $ 97,088.53 |
| Dividend of C., R. I. & P. stock owned | | | 605.00 |
| Premium on C., R. I. & P. bonds sold | | | 53,500.00 |
| Earnings from proprietary roads | | | 682,408.18 |
| Interest received from C., K. & N. R'y | | | 1,416,442.98 |
| Lands sold | | | 110,096.38 |
| Total | | | $ 2,360,841.07 |



## OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | $ 376,884.11 | $ 441,721.59 | $ 1,018,605.70 |
| Renewals of rails | 55,278.57 | 94,122.96 | 149,401.53 |
| Renewals of ties | 111,988.57 | 190,683.23 | 302,671.80 |
| Repairs of bridges and culverts | 117,045.53 | 199,293.00 | 316,339.53 |
| Repairs of fences, road-crossings, signs, and cattle-guards | 21,230.69 | 36,164.88 | 57,404.57 |
| Repairs of buildings | 68,156.13 | 116,015.58 | 184,151.71 |
| Total | $ 750,572.70 | $ 1,278,002.14 | $ 2,028,574.84 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | $ 200,809.64 | $ 341,919.11 | $ 542,728.75 |
| Repairs and renewals of passenger cars | 310,843.42 | | 310,843.42 |
| Repairs and renewals of freight cars | | 605,863.84 | 605,863.84 |
| Total | $ 511,653.06 | $ 947,782.95 | $ 1,459,436.01 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of enginemen, firemen, and roundhousemen | $ 326,409.31 | $ 555,921.04 | $ 882,444.36 |
| Fuel for locomotives | 301,643.21 | 513,608.72 | 815,351.93 |
| Water-supply for locomotives | 34,200.65 | 58,233.53 | 92,434.18 |
| All other supplies for locomotives | 21,301.64 | 36,270.36 | 57,572.00 |
| Wages of other trainmen | 215,135.33 | 394,026.71 | 609,762.04 |
| All other train supplies | 32,524.51 | 53,773.27 | 86,297.78 |
| Expense of telegraph, including train dispatchers and operators | 65,732.47 | 111,922.85 | 177,655.32 |
| Wages of station agents, clerks and laborers | 436,182.36 | 742,688.89 | 1,178,871.25 |
| Station supplies | 40,914.51 | 69,655.26 | 110,570.77 |
| Car mileage—balance | 57,166.75 | 351,670.64 | 408,837.39 |
| Loss and damage | 36,719.62 | 62,522.58 | 99,242.20 |
| Injuries to persons | 35,604.49 | 57,218.47 | 92,822.96 |
| Other expenses | 80,338.49 | | 80,338.49 |
| Total | $ 1,681,957.34 | $ 2,988,122.32 | $ 4,670,079.66 |
| GENERAL EXPENSES— | | | |
| Salaries of officers | $ 107,324.68 | $ 183,082.55 | $ 290,407.23 |
| Salaries of clerks | | | |
| General office expenses and supplies | 180,721.09 | 307,715.90 | 488,436.99 |
| Agencies, including salaries and rent | | | |
| Legal expenses | 21,412.97 | 36,459.92 | 57,872.89 |
| Stationery and printing | 40,895.88 | 69,633.53 | 110,529.41 |
| Other general expenses | 33,337.13 | 56,763.21 | 90,100.34 |
| Total | $ 383,892.35 | $ 653,654.51 | $ 1,037,546.86 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | $ 750,572.70 | $ 1,278,002.14 | $ 2,028,574.84 |
| Maintenance of equipment | 511,653.06 | 947,782.95 | 1,459,436.01 |
| Conducting transportation | 1,681,957.34 | 2,988,122.32 | 4,670,079.66 |
| General expenses | 383,892.35 | 653,654.51 | 1,037,546.86 |
| Grand total | $ 3,328,075.45 | $ 5,867,561.92 | $ 9,195,637.37 |
| Operating expenses for Iowa | $ 5,285,333.65 | | |

Percentage of operating expenses to earnings, 69.22.

### FENCING.

| | |
|---|---|
| Miles of fencing in Iowa | $ 1,571.86 |
| Average cost per mile | 384.00 |
| Total cost of same | 603,594.20 |
| *Number of miles needed to complete fencing in Iowa | 150.00 |

*Is being constructed; will be completed about November 1.

### RENTS PAID FOR LEASE OF ROAD.

| NAME OF ROAD. | INTEREST ON BONDS GUARANTEED. | DIVIDENDS ON STOCK GUARANTEED. | CASH. | TOTAL. |
|---|---|---|---|---|
| Peoria & Bureau Valley | $ | $ | $ 125,000.00 | $ 125,000.00 |
| Keokuk & Des Moines | 137,500.00 | | 2,526.02 | 140,026.02 |
| Des Moines & Ft. Dodge | 104,880.00 | | 36,349.17 | 141,229.17 |
| Hannibal & St. Joseph | | | 42,954.06 | 42,954.06 |
| Chicago, Kansas & Neb | | | 1,416,442.98 | 1,416,442.98 |
| Missouri River Bridge tolls | | | 213,819.42 | 213,819.42 |
| Total rentals | $ 242,380.00 | $ | $ 1,837,093.45 | $ 2,079,473.45 |

### GENERAL BALANCE SHEET.

#### DEBIT.

| | | |
|---|---|---|
| Cost of road | | $ 57,039,454.12 |
| Cost of equipment | | 8,360,081.45 |
| Bonds of other companies owned | | 5,913,043.67 |
| Stocks of other companies owned | | 2,809,978.78 |
| Chicago, Rock Island & Pacific R'y Co., stock owned | | 12,100.00 |
| Chicago, Rock Island & Pacific R'y Co., six per cent bonds owned | | 400,000.00 |
| Advances to Chicago, Kansas & Nebraska Railway Company | | 27,279,529.58 |
| Loans and investment | | 530,791.22 |
| OTHER ASSETS— | | |
| Materials and supplies | 864,054.19 | |
| Profit and loss | 536,308.50 | |
| | | 864,054.19 |
| Total | | $ 103,736,551.51 |

#### CREDIT.

| | | |
|---|---|---|
| Capital stock | | $ 46,156,000.00 |
| Funded debt | | 47,720,000.00 |
| Current liabilities | | 1,647,551.51 |
| Addition and improvement account | | 8,213,000.00 |
| Total | | $ 103,736,551.51 |



### CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

#### RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| NET INCOME: | | |
| From operation | $ 4,089,312.97 | |
| From other sources | 2,472,675.64 | |
| Total | | $ 6,561,988.61 |
| INCREASE IN LIABILITIES: | | |
| Sale of bonds | $ 5,350,000.00 | |
| Increase in current liabilities | 2,505,938.52 | |
| Total | | $ 7,855,938.52 |
| MISCELLANEOUS: | | |
| Sale of securities owned | $ 1,416,743.03 | |
| Total | | $ 1,416,743.03 |
| Grand total | | $ 15,834,669.56 |

#### RESOURCES ACCOUNTED FOR.

| | | |
|---|---|---|
| FIXED CHARGES: | | |
| Interest on funded debt paid | $ 2,500,404.16 | |
| Rentals | 2,079,473.45 | |
| Taxes | 410,713.61 | |
| Total | | $ 2,990,591.22 |
| DIVIDENDS | $ 2,307,707.00 | |
| BETTERMENTS TO PROPERTY: | | |
| Other permanent improvements | $ 2,923,472.06 | |
| Additional equipment | 435,451.40 | |
| Total | | $ 5,606,630.46 |
| DECREASE IN LIABILITIES: | | |
| Reduction of funded debt | $ 90,000.00 | |
| Total | | $ 90,000.00 |
| INCREASE IN ASSETS: | | |
| Cash on hand | $ 248,417.48 | |
| Cash assets | 276,532.83 | |
| Other assets | 370,142.91 | |
| Total | | $ 895,093.22 |
| MISCELLANEOUS: | | |
| Transferred to sinking fund | $ 3,585.50 | |
| Advances to Chicago, Kansas & Nebraska Railway | 4,188,769.16 | |
| Total | | $ 4,192,354.66 |
| Grand total | | $ 15,834,669.56 |

## IMPORTANT CHANGES DURING THE YEAR.

The gross earnings and operating expenses of the Chicago, Kansas & Nebraska Railway Company's lines, located in Kansas, Nebraska, Colorado and Indian Territory, operated by the Chicago, Rock Island & Pacific Railway Company under lease, are included in the accounts of the latter company since April 1, 1889.

The property owned by the St. Joseph & Iowa Railroad Company, consisting of sixty-four and forty-one hundredths miles of road, extending from Altamont, Mo., to St. Joseph, Mo., and from South St. Joseph, Mo., to Rushville, Mo., together with terminal facilities at St. Joseph, was purchased by this company since the last report.

The property owned by the Kansas City & Topeka Railway Company, consisting of two and four tenths miles of road, extending from Kansas City, Mo., to Armourdale, Kan., including terminal facilities in Kansas City, Mo., and Kansas City, Kan., was purchased by this company January 1, 1889.

During the year there has been issued $5,350,000.00 of five per cent extension and collateral bonds.

There has been purchased, per account sinking fund, $90,000.00 of five per cent extension and collateral bonds, on which was paid $3,585.50 premium.

During the year the line from Princeton, Mo., to Wabash Crossing, Mo., on the Atchison Branch, has been shortened two and six tenths miles.

From Oskaloosa, Iowa, a spur has been built to connect with Keokuk & Des Moines track near Beacon, Iowa, six tenths mile in length; same is included in mileage from Washington to Knoxville, Iowa.

## CONTRACTS, AGREEMENTS, ETC.

### EXPRESS COMPANIES.

The United States Express Company runs over all lines operated by this company, paying double first-class rate on a specified weight, daily.

### MAILS.

The Government pays a specified amount per mile per annum, based on weight of mails and regulations imposed by Congress and the Post-office Department.

### SLEEPING AND DINING-CARS.

Sleeping-cars are owned jointly by this company and the Pullman Palace Car Company, earnings being divided equally between both companies.

Dining-cars are owned and operated by this company.

### TELEGRAPH COMPANIES.

The Western Union Telegraph Company owns the telegraph lines used by this company. The railway company furnishes operators, and receives a portion of earnings.



SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|---|---|---|---|---|---|---|---|
| | From— | To— | Miles. | | | | |
| First mortgage bonds | Chicago | Council Bluffs | 499.2 | | | | |
| First mortgage bonds | Wilton Junction | Knoxville | 155.6 | | | | |
| First mortgage bonds | Davenport | | 7.5 | | | | |
| First mortgage bonds | South Englewood | South Chicago | 17 | | | | |
| First mortgage bonds | Newton | Monroe | 25.3 | | | | |
| First mortgage bonds | Atlantic | Audubon | 14.1 | | | | |
| First mortgage bonds | Atlantic | Griswold | 17.6 | | | | |
| First mortgage bonds | Avoca | Clarinda | 736.9 | | | | |
| Chicago & Southwestern | Washington | Missouri river opposite Leavenworth | 208 | | | | |
| *Extension and collateral | | | | | | | |

*These bonds are secured by bonds issued by Wisconsin, Minnesota & Pacific Railway Company, St. Joseph & Iowa Railroad Company, Chicago, Kansas & Nebraska Railway Company, and are not a direct lien on the property of the Chicago, Rock Island & Pacific Railway Company, except from Des Moines to Indianola and Winterset (40.9 miles), and from Atchison Junction to Winthrop (28.6 miles), and on the railway and appurtenant property secured from the Kansas City & Topeka Railway Company.

## EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers | 26 | $ 97,000.00 | $ |
| General office clerks | 403 | 258,083.70 | 2.35 |
| Station agents | 438 | 186,185.33 | 1.63 |
| Other stationmen | 979 | 437,857.80 | 1.49 |
| Enginemen | 538 | 542,325.80 | 3.35 |
| Firemen | 538 | 289,025.94 | 1.82 |
| Conductors | 340 | 292,802.40 | 2.65 |
| Other trainmen | 831 | 378,300.70 | 1.54 |
| Machinists | 566 | 281,378.02 | 2.30 |
| Carpenters | 662 | 346,298.32 | 2.15 |
| Other shopmen | 1,075 | 426,754.90 | 1.91 |
| Section foremen | 579 | 252,246.76 | 1.70 |
| Other trackmen | 2,600 | 713,277.03 | 1.12 |
| Switchmen, flagmen and watchmen | 577 | 314,823.45 | 1.74 |
| Telegraph operators and dispatchers | 296 | 141,830.64 | 1.84 |
| All other employes and laborers | 1,116 | 511,879.53 | 1.45 |
| Total | 11,564 | $ 5,409,869.47 | |
| DISTRIBUTION OF ABOVE: | | | |
| General administration | 429 | $ 355,081.70 | |
| Maintenance of way and structures | 3,477 | 1,116,223.73 | |
| Maintenance of equipment | 2,446 | 1,126,486.80 | |
| Conducting transportation | 5,212 | 2,812,075.24 | |
| Total | 11,564 | $ 5,409,869.47 | |

## EMPLOYES IN IOWA.

| | |
|---|---|
| Number of employes in Iowa | 3,911 |
| Amount paid employes in Iowa | $ 2,225,449.67 |



## PASSENGER, FREIGHT, AND TRAIN MILEAGE.

| | | |
|---|---|---|
| PASSENGER TRAFFIC: | | |
| Number of passengers carried earning revenue | 3,835,953 | |
| Number of passengers carried one mile | 154,502,854 | |
| Average distance carried, miles | 40 | |
| Total passenger revenue | | $ 3,528,527.49 |
| Average amount received from each passenger | | .92 |
| Average receipts per passenger per mile | | .02.285 |
| Estimated cost of carrying each passenger one mile | | .02.154 |
| Passenger earnings per mile of road | | 1,856.97 |
| Passenger earnings per train mile | | .92 |
| FREIGHT TRAFFIC: | | |
| Number of tons carried of freight earning revenue | 4,656,261 | |
| Number of tons carried one mile | 903,007,790 | |
| Average distance haul of one ton | 194 | |
| Total freight revenue | | 8,773,828.38 |
| Average amount received for each ton of freight | | 1.88 |
| Average receipts per ton per mile | | .00.97 |
| Estimated cost of carrying one ton one mile | | .00.65 |
| Freight earnings per mile of road | | 4,743.82 |
| Freight earnings per train mile | | 1.34 |
| PASSENGER AND FREIGHT: | | |
| Passenger and freight earnings | | 12,302,355.87 |
| Passenger and freight earnings per mile of road | | 6,600.79 |
| Expense per mile of road | | 4,803.71 |
| Total earnings per mile of road, including mails, express, etc | | 6,909.13 |
| Number of passenger trains | 37,398 | |
| Number of freight and mixed trains | 73,493 | |
| TRAIN MILEAGE: | | |
| Miles run by passenger trains | 3,857,431 | |
| Miles run by freight and mixed trains | 6,570,971 | |
| Total mileage trains earning revenue | 10,428,402 | |
| Miles run by switching trains | 2,199,960 | |
| Miles run by construction and other trains | 606,272 | |
| Grand total train mileage | 13,234,634 | |
| Mileage of loaded freight cars—north or east | 41,035,250 | |
| Mileage of loaded freight cars—south or west | 47,452,911 | |
| Mileage of empty freight cars—north or east | 15,974,098 | |
| Mileage of empty freight cars—south or west | 11,856,916 | |
| Average number of freight cars in train | 10.4 | |
| Average number of loaded cars in train | 14.7 | |
| Average number of empty cars in train | 4.7 | |
| Average number of tons of freight in train | 195.961 | |
| Average number of tons of freight in each loaded car | 13.569 | |

## FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | FREIGHT TONNAGE—IOWA. | | TOTAL FREIGHT TONNAGE—WHOLE LINE. | |
|---|---|---|---|---|
| | Tons. | Per cent. | Whole tons. | Per cent. |
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | 540,765 | 19.93 | 839,278 | 18.02 |
| Flour | 64,061 | 2.32 | 80,614 | 1.73 |
| Other mill products | 23,761 | .86 | 45,011 | .97 |
| Hay | 67,058 | 2.43 | 83,108 | 1.78 |
| Fruit and vegetables | 61,296 | 2.22 | 74,037 | 1.59 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | 244,933 | 8.88 | 345,961 | 7.43 |
| Other packing-house products | 32,923 | 1.19 | 35,526 | .76 |
| Wool | 6,829 | .25 | 7,297 | .15 |
| Hides and leather | 11,784 | .43 | 13,452 | .29 |
| PRODUCTS OF MINES— | | | | |
| Anthracite coal | 70,502 | 2.56 | 138,345 | 2.97 |
| Bituminous coal | 487,963 | 17.69 | 665,588 | 14.29 |
| Coke | 21,158 | .76 | 65,364 | 1.40 |
| Ores | 28,025 | 1.02 | 214,061 | 4.60 |
| Stone, sand, and other like articles | 41,623 | 1.51 | 279,411 | 6.00 |
| Salt | 35,902 | 1.25 | 54,032 | 1.16 |
| PRODUCTS OF FOREST— | | | | |
| Lumber | 270,902 | 9.82 | 387,293 | 8.33 |
| Ties | 34,717 | 1.26 | 44,077 | .96 |
| MANUFACTURES— | | | | |
| Petroleum and other oils | 25,687 | .93 | 97,249 | 1.01 |
| Sugar | 20,620 | .75 | 53,512 | 1.15 |
| Iron, pig and bloom, iron and steel rails | 89,217 | 3.24 | 178,971 | 3.84 |
| Other castings and machinery | 43,117 | 1.56 | 73,126 | 1.57 |
| Cement, brick and lime | 44,366 | 1.61 | 169,831 | 3.65 |
| Agricultural implements | 21,025 | .79 | 28,386 | .61 |
| Wagons, carriages, tools, etc | 11,087 | .40 | 19,268 | .41 |
| Wines, liquors and beers | 5,980 | .22 | 31,234 | .67 |
| Household goods and furniture | 18,981 | .69 | 24,619 | .53 |
| Tile | 9,141 | .33 | 19,581 | .42 |
| MERCHANDISE— | 402,606 | 14.60 | 622,880 | 13.38 |
| MISCELLANEOUS— | | | | |
| Other commodities not mentioned above | 12,214 | .44 | 15,239 | .33 |
| Total tonnage | 2,758,267 | | 4,656,261 | |

### TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT DAVENPORT, IOWA, FOR THE YEAR ENDING JUNE 30, 1889.

| | |
|---|---|
| East bound number of tons | 1,037,705 |
| West bound number of tons | 776,982 |
| Total | 1,814,687 |

### TONNAGE CROSSING THE MISSOURI RIVER BRIDGE AT COUNCIL BLUFFS, IOWA, FOR THE YEAR ENDING JUNE 30, 1889.

| | |
|---|---|
| East bound number of tons | 116,303 |
| West bound number of tons | 272,110 |
| Total tons | 388,413 |



## DESCRIPTION OF EQUIPMENT.

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. Number. | Kind. | CARS FITTED WITH AUTOMATIC COUPLER. Number. | Kind. |
|---|---|---|---|---|---|---|
| LOCOMOTIVES— | | | | | | |
| Passenger | 173 | 139 | 139 | | | |
| Freight | | 269 | 248 | | | |
| Switching | | 116 | 80 | | | |
| Total | 173 | 524 | 467 | | | |
| CARS IN PASSENGER SERVICE— | | | | | | |
| First-class passenger cars | | 91 | 91 | Westinghouse. | 91 | Miller. |
| Second-class passenger cars | | 18 | 18 | Westinghouse. | 18 | Miller. |
| Combination passenger cars | | 22 | 7 | Westinghouse. | 7 | Miller. |
| Dining cars | | 8 | 8 | Westinghouse. | 8 | Miller. |
| Parlor cars | | 11 | 11 | Westinghouse. | 11 | Miller. |
| Sleeping cars | | 24 | 24 | Westinghouse. | 24 | Miller. |
| Bag., express and postal cars | | 51 | 51 | Westinghouse. | 51 | Miller. |
| Other cars in passeng'r service | | 3 | 3 | Westinghouse. | 3 | Miller. |
| Total | | 228 | 213 | | 213 | |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Box cars | 346 | 4,085 | 451 | Westinghouse. | 351 | Jenney. |
| Flat cars | | 1,318 | | | | |
| Stock cars | | 1,143 | | | | |
| Coal cars | | 312 | | | | |
| Refrigerator cars | 50 | 70 | 50 | Westinghouse. | 50 | Jenney. |
| Total | 396 | 6,928 | 501 | | 401 | |
| CARS IN COMPANY'S SERVICE— | | | | | | |
| Derrick cars | | 2 | | | | |
| Caboose cars | | 177 | | | | |
| Other road cars | | 113 | | | | |
| Total | | 292 | | | | |
| CARS CONTRIB'D TO FAST FREIGHT LINE SERVICE | | 612 | | | | |
| Total owned | 396 | 8,060 | 714 | | 614 | |
| CARS LEASED | 1,337 | 5,860 | 1,194 | Westinghouse. | 1,224 | Jenney. |
| Grand total | 1,733 | 13,920 | 1,908 | | 1,838 | |

## MILEAGE.

### A. MILEAGE OF ROAD OPERATED.

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Iron. | Steel. |
| Miles of single track | 499.2 | 686.6 | 1,740.6 | | | 330.7 | 3,257.1 | | 238.43 | 3,018.67 |
| Miles of second track | 164.7 | | | | | | 164.7 | | | 164.7 |
| Miles of yard track, sidings and spurs | 205.31 | 149.5 | 226.4 | | | | 581.21 | | 324.78 | 256.43 |
| Total mileage operated (all tracks) | 869.21 | 836.1 | 1,967 | | | 330.7 | 4,003.01 | | 563.21 | 3,439.80 |

### B. MILEAGE OF LINE BY STATES AND TERRITORIES.

#### I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | New line constructed during year. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Iron. | Steel. |
| Illinois | 182.2 | 7.5 | 46.7 | | | | 236.4 | | 1.77 | 234.63 |
| Iowa | 317 | 443.7 | 305.9 | | | | 1,066.6 | | 213.05 | 853.55 |
| Missouri | | 231.5 | | | | | 231.5 | 54.3 | 21.61 | 264.19 |
| Kansas | | 3.9 | 1,035.26 | | | | 1,059.16 | 67.6 | 3.9 | 1,122.86 |
| Nebraska | | | 141.5 | | | | 141.5 | | | 141.5 |
| Colorado | | | 168 | | | | 168 | 208.8 | | 376.8 |
| Indian Territory | | | 23.24 | | | | 23.24 | | | 23.24 |
| Total mileage operated (single track) | 499.2 | 686.6 | 1,740.6 | | | | 2,926.4 | 330.7 | 240.33 | 3,016.77 |



#### II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Illinois | 182.2 | 7.5 | | | | | 189.7 | | | |
| Iowa | 317 | 443.7 | | | | | 760.7 | | | |
| Missouri | | 231.5 | | | | | 231.5 | | | |
| Kansas | | 3.9 | | | | | 3.9 | | | |
| Total mileage owned (single track) | 499.2 | 686.6 | | | | | 1,185.8 | | | |

## RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|---|---|---|---|---|---|---|
| Kind. | Tons. | Weight per yard, lbs. | Average price per ton at distributing point. | Kind. | Number. | Average price at distributing point. |
| Steel | 10,404.06 | 70 | $32.00 | Oak | 446,950 | $ .45 |
| " | 726.00 | 60 | 32.00 | Cedar | 6,220 | .32 |
| Total steel | 11,130.06 | | | Burnitized | 242,467 | .45 |
| | | | | Total | 695,637 | |

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | Wood, cords—hard. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|
| Passenger, Freight, Switching, Construction | 356,019 | 14,750.5 | 363,398.5 | 13,324,634 | 55 |
| Total | 356,019 | 14,750.5 | 363,398.5 | 13,324,634 | |
| Average cost at distributing point | $ 1.68 | | | | |

## ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYES. | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN AND WATCHMEN. | | OTHER EMPLOYES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling | | 8 | 2 | 1 | | 1 | 2 | 10 |
| Falling from trains and engines | 5 | 6 | | 1 | | 1 | 5 | 8 |
| Overhead obstructions | | 1 | | | | | | 1 |
| Collisions | | 1 | | | | 5 | | 6 |
| Derailments | | | | | | | | |
| Other train accidents | | 1 | | | | 1 | | 2 |
| At stations | | | | | 1 | | 1 | |
| Other causes | 1 | 1 | 1 | | 4 | 6 | 6 | 7 |
| Total | 10 | 18 | 3 | 2 | 5 | 16 | 18 | 36 |



## ACCIDENTS TO PERSONS—CONTINUED.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Collisions | | | 1 | | | | 1 | |
| Other train accidents | | | 1 | | | | 1 | |
| At highway crossings | | | | | 6 | | 6 | |
| At stations | 1 | | 1 | 4 | 3 | 4 | 4 | 8 |
| Other causes | 3 | 4 | 15 | 11 | 2 | 1 | 20 | 18 |
| Total | 4 | 4 | 18 | 15 | 11 | 16 | 33 | 35 |

## SUMMARY OF ACCIDENTS FOR IOWA.

| | Killed. | Injured. |
|---|---|---|
| Passengers | | 1 |
| Employes | 7 | 5 |
| Others | 5 | 2 |
| Total | 12 | 8 |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | PROFILE. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | Length of level line—miles. | Ascending grades. | | | | Descending grades. | | |
| | | | | | | | Number. | Sum of ascents—feet. | Aggregate length of ascending grades—miles. | Average rate per mile. | Number. | Sum of descents—feet. | Aggregate length of descending grades—miles. |
| Chicago | Council Bluffs | 499.2 | 370 | 153.44 | 268.70 | 123.46 | 213 | 4,341.9 | 160.81 | 27 | 201 | 3,979.6 | 175.83 |
| South Englewood | Joliet | 35.6 | 8 | 1.95 | 15.45 | 18.21 | | | | | | | |
| Davenport | Atchison | 262.4 | 423 | 87.87 | 284.53 | 162.02 | 263 | 5,375.9 | 144.31 | 264 | 263 | 5,000.2 | 146.07 |
| Atchison Junction | Leavenworth | 21.5 | 41 | 10.10 | 11.40 | 1.08 | 12 | 445.1 | 9.09 | 11 | 11 | 425.3 | 10.72 |
| Washington | Knoxville | 78.1 | 65 | 22.11 | 55.99 | 11.76 | 48 | 1,350 | 37.10 | 38 | 38 | 1,145.9 | 39 |
| Wilton | Muscatine | 12 | 6 | 5.87 | 6.13 | | 7 | 81.5 | 3.09 | 6 | 6 | 216.5 | 7.35 |
| Muscatine | Washington | 31.2 | 20 | 11.33 | 19.87 | 1.76 | | | | | | | |
| Des Moines | Indianola and Winterset | 46.9 | 62 | 10.91 | 35.99 | 12.71 | 67 | 614.2 | 34.50 | 35 | 35 | 140.8 | 9.60 |
| Menlo | Guthrie Center | 14.5 | 37 | 5.22 | 9.28 | .61 | 10 | 165 | 5.68 | 11 | 11 | 320.5 | 8.31 |
| Atlantic | Audubon | 25.3 | 16 | 4.41 | 20.80 | 3.26 | 18 | 240 | 11.37 | 14 | 8 | 90 | 4.46 |
| Atlantic | Griswold | 14.7 | 10 | 2.10 | 12.60 | 3.83 | 9 | 113 | 3.41 | 6 | 6 | 163 | 5.46 |
| Avoca | Harlan | 17.6 | 13 | 2.35 | 15.25 | 2.53 | 6 | 115 | 3.56 | 6 | 6 | 103.9 | 3.09 |
| | Harlan | 11.5 | 7 | 1.85 | 9.65 | 2.91 | | | | | | 60 | 1.94 |
| Mt. Zion | Keosauqua | 4.5 | | | | | | | | | | | |
| Wilton | Lime Kiln | 6 | 18 | 2.10 | 3.90 | .62 | 5 | 96.5 | 2.84 | 5 | | 85.5 | 3.54 |
| Altamont | St. Joseph | 46.7 | 103 | 17.45 | 32.25 | 7.99 | 15 | 700.6 | 17.76 | 30 | | 880.3 | 24.34 |
| South St. Joseph | Kansas City | 44.15 | 11 | 1.75 | 42.40 | 5.47 | 3 | 35.7 | 1.83 | 7 | | 61.1 | 2.79 |
| Kansas City | Armourdale | 2.4 | | | 12.95 | | | | | | | | |
| Bureau | Peoria | 46.7 | 28 | 8.86 | 37.84 | | | | | | | | |
| Kookuk | Des Moines | 162.2 | 74 | 19.02 | 72.06 | | | | | | | | |
| Des Moines | Ft. Dodge and Ruthven | 141.7 | 41 | 15.43 | 127.27 | 34.91 | 81 | 1,562.1 | 61.32 | 81 | | 1,505.6 | 55.82 |
| Des Moines | Des Moines | 162.1 | 51 | 16.54 | 127.27 | 34.91 | 81 | 1,562.1 | 61.32 | 81 | 77 | 1,442.9 | 55.69 |
| Horton | Colorado Springs | 568.65 | 316 | 96.61 | 472.04 | 50.40 | 276 | 10,547 | 328.10 | 259 | 259 | 5,482 | 171.15 |
| Herrington | Pond Creek | 149.46 | 53 | 10.70 | 138.76 | 29.59 | 54 | 1,177 | 44.76 | 73 | 73 | 1,456 | 75.11 |
| Herrington | Salina | 49.30 | 28 | 7.50 | 41.80 | 10.06 | 28 | 260 | 22.50 | 28 | 28 | 396 | 16.65 |
| Herrington | Dodge City | 35.87 | 14 | 5.48 | 30.39 | 6.17 | 30 | 225 | 12.00 | 25 | 25 | 154 | 6.40 |
| Mulvane | Wellington | 98.34 | 72 | 15.06 | 83.34 | 16.56 | 47 | 771 | 27.80 | 36 | 36 | 384 | 15.33 |
| Fairbury | Nelson | 51.39 | 43 | 12 | 39.39 | 8.30 | 16 | 171 | | | | | |
| Total | | 2,926.46 | | | | | | | | | | | |



BRIDGES—

| | |
|---|---|
| Number stone | 237 |
| Number iron | 312 |
| Number wooden | 138 |
| Number combination | 30 |
| Same in Iowa: | |
| Number stone | 209 |
| Number iron | 141 |
| Number wood | 51 |
| Number combination | 23 |

TRESTLES—

| | |
|---|---|
| Number | 3,371 |
| Aggregate length | 244,746 |
| Same in Iowa: | |
| Number | 1,708 |
| Length | 110,992 |

TUNNELS—

| | |
|---|---|
| Number | 1 |
| Length | 171 |

GAUGE OF TRACK—

Four feet and eight and one half inches.

Same in Iowa:

Four feet and eight and one half inches.

TELEGRAPH—

Operated by Western Union Telegraph Company, 2,926.4 miles of line.
Operated by Western Union Telegraph Company, 8,405.4 miles of wire.

Same in Iowa:

Operated by Western Union Telegraph Company, 1,066.6 miles line.
Operated by Western Union Telegraph Company, 3,336 miles wire.

## QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock yards, or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs:

St. Joseph Union Depot Company, for use of depot at St. Joseph, Mo.; Kansas City Union Depot Company, for use of depot at Kansas City, Mo.; Leavenworth Union Depot Company, for use of depot at Leavenworth, Kan.; Denver Union Depot & Railroad Company, for use of depot at Denver, Col.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic:

Inter-state Commerce Railway Association, Trans-Continental Association, Trans-Mission Association, Western Freight Association, Western States Passenger Association.

Name all the companies, commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

Cars of the different transportation lines are run over the road; freight pays tariff rate, and companies are allowed usual car mileage.

LANDS—CONGRESSIONAL GRANT.

| | |
|---|---|
| State the number of acres of land your company has already received from the Congressional grants | 350,193.51 |
| State the number of acres yet to inure 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 | $ 8.78 |
| State the number of acres sold | 542,945.92 |
| State the amount received from sales | $ 4,528,404.01 |
| State the amount unpaid on outstanding contracts | 265,480.61 |
| State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1889 | 5,594,351.56 |
| State the amount expended in sale and management of lands | 283,684.54 |
| State the amount of taxes paid on lands | 610,655.36 |
| State the amount realized from the sale of lands above the expenses incurred in the management and taxes | 4,700,911.66 |
| The average amount of tonnage that can be carried on your road in the State by an engine of given weight, weight of engine 36 tons; tons | 240 |

STATE OF ILLINOIS, } ss.
COUNTY OF COOK, }

We, the undersigned, R. R. Cable, President, and W. G. Purdy, Treasurer, of the Chicago, Rock Island & Pacific Railway Company, on our oaths do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

(Signed) R. R. CABLE,
*President.*
W. G. PURDY,
*Treasurer.*

Subscribed and sworn to before me this 26th day of September, 1889.

CHAS. A. WARNER,
[SEAL.] *Notary Public.*

# ANNUAL REPORT

OF THE

# CHICAGO, MILWAUKEE & ST. PAUL

# RAILWAY COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

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## HISTORY.

Name of common carrier making this report:
Chicago, Milwaukee & St. Paul Railway Company.

Date of organization:
May 5, 1863.

Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof.
Wisconsin.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized.
Formed on the foreclosure of the LaCrosse & Milwaukee Railroad, organized under the revised statutes of Wisconsin of 1858, Chap. 79, section 33.

## ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| Phillip D. Armour | Chicago | September, 1890. |
| August Belmont | New York | September, 1890. |
| Frank S. Bond | New York | September, 1890. |
| Hugh T. Dickey | New York | September, 1890. |
| Peter Geddis | New York | September, 1890. |
| Fred'k Layton | Milwaukee | September, 1890. |
| Geo. C. McGoon | New York | September, 1890. |
| Joseph Milbank | New York | September, 1890. |
| Roswell Miller | Milwaukee | September, 1890. |
| William Rockerfeller | New York | September, 1890. |
| Samuel Spencer | New York | September, 1890. |
| A. Van Santvood | New York | September, 1890. |
| J. Hood Wright | New York | September, 1890. |

Total number of stockholders at date of last election:
Three thousand and forty-eight.

Date of last meeting of stockholders for election of directors:
June 1, 1889.

Give post-office address of general office:
Milwaukee, Wisconsin.

Give post-office address of operating office:
Milwaukee, Wisconsin.

## OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| President | Roswell Miller | Milwaukee, Wis. |
| Vice-president | Frank S. Bond | New York, N. Y. |
| Secretary | P. M. Myers | Milwaukee, Wis. |
| Treasurer | F. G. Ranney | Milwaukee, Wis. |
| Assistant Treasurer | Jno. McNabb | Milwaukee, Wis. |
| Chief Engineer | D. J. Whittemore | Milwaukee, Wis. |
| General Counsel | Jno. W. Cary | Milwaukee, Wis. |
| General Solicitor | J. T. Fish | Milwaukee, Wis. |
| Comptroller | E. Q. Sewell | Milwaukee, Wis. |
| General Auditor | J. R. Whaling | Milwaukee, Wis. |
| Assistant Auditor | W. N. D. Winne | Milwaukee, Wis. |
| General Manager | Roswell Miller | Milwaukee, Wis. |
| Assistant General Manager | J. F. Tucker | Milwaukee, Wis. |
| Freight Traffic Manager | A. C. Bird | Milwaukee, Wis. |
| General Passenger Agent | A. V. H. Carpenter | Milwaukee, Wis. |
| General Ticket Agent | | |
| General Superintendent | A. J. Earling | Milwaukee, Wis. |
| Division Superintendents | Fifteen in number | Milwaukee, Wis. |
| General Superintendent for Iowa | See note. | |
| Division Superintendent for Iowa | None in Iowa | |
| Superintendent of Telegraph | M. J. Fry | Milwaukee, Wis. |
| General Baggage Agent | W. D. Carrick | Milwaukee, Wis. |
| Land Commissioner | H. D. Hangan | Milwaukee, Wis. |

Division Superintendents of lines in Iowa:
R. B. Campbell, Marion, Iowa.
H. R. Williams, Chillicothe, Missouri.
L. B. Beardsley, Sioux City, Iowa.
C. A. Goodnow, Dubuque, Iowa.
Wilburt Irwin, Minneapolis, Minnesota.
C. A. Cosgrove, Mason City, Iowa.



## PROPERTY OPERATED.

| NAME. | TERMINALS. FROM— | TERMINALS. TO— | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| Chicago, Milwaukee & St. Paul | See Mileage | | 5,678.15 | |
| Total mileage operated | | | 5,678.15 | |
| Total mileage operated in Iowa | | | 1,574.73 | |

## CAPITAL STOCK.

| DESCRIPTION. | Par value of shares | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. June 30, 1889. | MARKET PRICE OF SHARES. Average for year. | DIVIDENDS DECLARED DURING YEAR. Rate. | DIVIDENDS DECLARED DURING YEAR. Amount. |
|---|---|---|---|---|---|---|---|
| Common | $ 100.00 | | $ 39,868,961.00 | $ 70.75 | | | $ |
| Preferred | 100.00 | | 21,610,900.00 | 110.50 | | 4½ per cent | 972,490.50 |
| Total | | | $ 61,479,861.00 | | | | $ 972,490.50 |

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | PARTICULARS AND EXPLANATIONS. |
|---|---|---|---|
| | | | To give the information here requested, as to the issue of stock, will require an examination of the records since the organization of the company, which cannot be accomplished in time for this report. A statement will be prepared, if required, and sent to the Commission to be filed with the report. |

| | |
|---|---|
| Amount of stock per mile of road | $ 10,827.45 |
| Amount of stock representing road in Iowa | 17,650,393.62 |
| Amount of stock held in Iowa | 12,600.00 |
| Total number of stockholders | 3,048 |
| Number of stockholders in Iowa | 8 |



## FUNDED DEBT.

| DESCRIPTION OF BONDS. | TIME. Date of issue. | TIME. When due. | AMOUNT OUTSTANDING. | INTEREST. Rate. | INTEREST. When payable. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|---|---|---|
| Milwaukee & St. Paul Railway | 1863 | 1893 | $ 5,200,000.00 | .07 | Jan. and July | $ 364,630.00 | $ 364,175.00 |
| Iowa & Minnesota Division | 1867 | 1897 | 3,198,000.00 | .07 | Jan. and July | 223,860.00 | 222,775.00 |
| Prairie du Chien Division, 1st mortgage | 1868 | 1898 | 3,674,000.00 | .08 | Feb. and Aug | 293,920.00 | 292,760.00 |
| Prairie du Chien Division, 2d mortgage | 1868 | 1898 | 1,241,000.00 | .07.3 | Feb. and Aug | 90,593.00 | 89,972.50 |
| Chicago & Milwaukee Division | 1873 | 1903 | 2,385,000.00 | .07 | Jan. and July | 167,510.00 | 167,635.00 |
| St. Paul (or River) Division | 1872 | 1902 | 3,198,000.00 | .07 | Jan. and July | 223,860.00 | 223,160.00 |
| St. Paul (or River) Division, Sterling | 1872 | 1902 | 600,560.00 | .07 | Jan. and July | 42,455.00 | 42,752.50 |
| Iowa & Dakota Division | 1869 | 1899 | 541,000.00 | .07 | Jan. and July | 37,870.00 | 37,520.00 |
| Hastings & Dakota Division | 1872 | 1902 | 89,000.00 | .07 | Jan. and July | 6,230.00 | 6,195.00 |
| Consolidated | 1875 | 1905 | 11,480,000.00 | .07 | Jan. and July | 803,320.00 | 802,270.00 |
| Terminal | 1884 | 1914 | 4,770,000.00 | .05 | Jan. and July | 238,550.00 | 238,525.00 |
| Iowa & Dakota Division Extension | 1878 | 1908 | 3,505,000.00 | .07 | Jan. and July | 245,350.00 | 244,965.00 |
| Hastings & Dakota Division Extension | 1880 | 1910 | 5,680,000.00 | .07 | Jan. and July | 397,600.00 | 395,905.00 |
| Hastings & Dakota Division Extension | 1880 | 1910 | 900,000.00 | .05 | Jan. and July | 49,500.00 | 49,500.00 |
| Southwestern Division | 1879 | 1909 | 4,000,000.00 | .06 | Jan. and July | 240,000.00 | 239,010.00 |
| La Crosse & Davenport Division | 1870 | 1910 | 2,500,000.00 | .05 | Jan. and July | 125,000.00 | 124,675.00 |
| Chicago & Pacific Division | 1880 | 1910 | 3,000,000.00 | .06 | Jan. and July | 180,000.00 | 180,340.00 |
| Chicago & Pacific Western Division | 1881 | 1921 | 25,340,000.00 | .05 | Jan. and July | 1,267,000.00 | 1,267,350.00 |
| Southern Minnesota Division | 1880 | 1910 | 7,432,000.00 | .06 | Jan. and July | 445,920.00 | 446,580.00 |
| Mineral Point Division | 1880 | 1910 | 2,840,000.00 | .05 | Jan. and July | 142,000.00 | 142,450.00 |
| Dubuque Division | 1880 | 1920 | 6,565,000.00 | .06 | Jan. and July | 393,900.00 | 395,600.00 |
| Wisconsin Valley Division | 1880 | 1920 | 2,441,000.00 | .06 | Jan. and July | 101,520.00 | 101,580.00 |
| Wisconsin & Minnesota Division | 1881 | 1921 | 4,755,000.00 | .05 | Jan. and July | 237,750.00 | 236,800.00 |
| Chicago & Lake Superior Division | 1881 | 1921 | 1,360,000.00 | .05 | Jan. and July | 68,000.00 | 68,200.00 |
| Chicago & Missouri River Division | 1886 | 1926 | 3,085,000.00 | .05 | Jan. and July | 154,150.00 | 154,075.00 |
| Dakota & Great Southern Railway | 1886 | 1916 | 2,850,000.00 | .05 | Jan. and July | 142,500.00 | 142,500.00 |
| Fargo & Southern Railway | 1883 | 1924 | 1,250,000.00 | .06 | Jan. and July | 75,000.00 | 75,000.00 |

FUNDED DEBT—CONTINUED.

| DESCRIPTION OF BONDS. | TIME. | | AMOUNT OUTSTANDING. | INTEREST. | | | |
|---|---|---|---|---|---|---|---|
| | Date of issue. | When due. | | Rate. | When payable. | Amount accrued during year. | Amount paid during year. |
| Minnesota Central Railroad | 1864 | 1894 | 123,000.00 | .07 | Jan. and July | 8,610.00 | 8,435.60 |
| Milwaukee & Western Railroad | 1861 | 1901 | 215,000.00 | .07 | Jan. and July | 14,980.00 | 14,455.00 |
| Wisconsin Valley Railroad | 1879 | 1909 | 1,106,500.00 | .07 | Jan. and July | 77,455.00 | 77,455.00 |
| Fargo & Southern Railway, income | 1885 | 1895 | 200,000.00 | .06 | April and Oct | 12,000.00 | 11,040.00 |
| Real estate | 1884 | 1894 | 225,000.00 | .05 | Mar. and Sept | 11,250.00 | 11,117.50 |
| Real estate | 1885 | 1890 | 50,000.00 | .05 | April and Oct | 2,500.00 | 2,500.00 |
| Income sinking fund, convertible | 1886 | 1916 | 2,000,000.00 | .05 | Jan. and July | 100,000.00 | 100,000.00 |
| Land grant income | 1880 | 1890 | 840,000.00 | .07 | Jan. and July | 67,050.98 | 74,059.98 |
| General mortgage | 1880 | 1989 | 5,000,000.00 | .04 | Jan. and July | 3,188.01 | |
| Less amount of accrued interest received | | | | | | | $ 7,040,162.48 30,136.99 |
| Total | | | $ 123,765,000.00 | | | $ 7,054,470.99 | $ 7,010,025.49 |

Amount of funded debt representing the road in Iowa, on basis of miles of road, $34,323,936.23.



RECAPITULATION OF FUNDED DEBT.

| ACCOUNT. | Amount issued. | Amount outstanding. | INTEREST. | |
|---|---|---|---|---|
| | | | Amount accrued during year. | Amount paid during year. |
| Bonds | $ 123,765,000.00 | $ 123,765,000.00 | $ 7,054,470.99 | $ 7,010,025.49 |
| Total | $ 123,765,000.00 | $ 123,765,000.00 | $ 7,054,470.99 | $ 7,010,025.49 |

## CURRENT ASSETS AND LIABILITIES.

### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---|
| Cash | $ 2,936,909.56 |
| Bills receivable | 12,200.00 |
| Due from agents | 195,253.92 |
| Net traffic balances due from other companies | 487,995.74 |
| Due from solvent companies and individuals | 858,916.11 |
| *Other cash assets | |
| Bonds in Treasury | 738,000.00 |
| United States Government bonds | 316,003.20 |
| Balance—current liabilities | 35,939.64 |
| Total | $ 5,580,618.17 |

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | |
|---|---|
| Audited vouchers and accounts | $ 732,515.31 |
| Wages and salaries | 1,450,561.03 |
| Dividends not called for | 75,963.67 |
| Matured interest coupons unpaid (including coupons due July 1) | 3,321,578.16 |
| Total | $ 5,580,618.17 |

*Materials and supplies on hand, $1,932 490.95.



## RECAPITULATION.

### FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| | | To Railroads. | To other Properties. | Miles. | Amount. | |
| Capital stock | $ 61,479,861.00 | $ 61,479,861.00 | | 5,678.15 | $ 10,827.45 | |
| Bonds | 123,765,000.00 | 123,765,000.00 | | 5,678.15 | 21,796.71 | |
| Total | $ 185,244,861.00 | $ 185,244,861.00 | | 5,678.15 | $ 32,624.16 | |

### MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN INCOME ACCOUNT.

| NAME OF ROAD. | CAPITAL STOCK. | FUNDED DEBT. | CURRENT LIABILITIES. | TOTAL. | AMOUNT PER MILE OF ROAD. | |
|---|---|---|---|---|---|---|
| | | | | | Miles. | Amount. |
| Chicago, Milwaukee & St. Paul | $ 61,479,861.00 | $ 123,765,000.00 | $ 35,939.64 | $ 185,280,800.64 | 5,678.15 | $ 32,630.49 |
| Grand total | $ 61,479,861.00 | $ 123,765,000.00 | $ 35,939.64 | $ 185,280,800.64 | 5,678.15 | $ 32,630.49 |
| For Iowa on basis of miles of road | 17,050,303.62 | 34,323,936.23 | 9,967.20 | 51,384,207.05 | 1,574.73 | 32,630.49 |

## PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. Included in operating expenses. | Not included in operating expenses. | Total expenditures. | Credits, property and material sold. | Difference or net addition to property, etc. |
|---|---|---|---|---|---|
| CONSTRUCTION— | | | | | |
| Right of way | | $ 39,453.66 | | | |
| Other real estate | | 10,006.15 | | | |
| Fences | | 38,206.88 | | | |
| Grading and bridge and culvert masonry | | 112,045.51 | | | |
| Bridges and trestles | | 166,380.63 | | | |
| Rails | | 273,170.63 | | | |
| Ties | | 54,819.67 | | | |
| Other superstructure | | 21,843.54 | | | |
| Buildings, furniture and fixsures | | 208,730.52 | | | |
| Shop machinery and tools | | 9,988.43 | | | |
| Discount on securities sold for construction | | 373,500.00 | | | |
| Telegraph line | | 212.82 | | | |
| Sidings and yard extensions | | 154,155.94 | | | |
| Road built by contract | | 483,218.03 | | | |
| Purchase of constructed road | | 1,842,160 50 | | | |
| Other items | | 97,842.50 | | | |
| Total construction | | $3,885,834.41 | $3,885,834.41 | $ 76,341.71 | $3,809,492.70 |
| EQUIPMENT— | | | | | |
| Locomotives | | $ 393,142.87 | | | |
| Passenger cars | | 122,625.04 | | | |
| Baggage, express and postal cars | | 3,102.15 | | | |
| Freight cars | | 293,318.89 | | | |
| Other cars of all classes | | 41,172.20 | | | |
| Total equipment | | $ 853,362.15 | $ 853,362 15 | | $ 853,362.15 |
| Grand total construction and equipment | | | | $ 76,341.71 | $4,662,854.55 |

Expended for construction and equipment in Iowa, $447,950.52.



## COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888. | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| Total construction..(Cannot state) | | $3,809,492.70 | | |
| Equipment | | | | |
| Total equipment....(Cannot state) | | $ 853,362.15 | | |
| Grand total cost construction and equipment | $179,227,016.49 | $4,662,854.85 | $183,889,871.34 | $ 32,385.50 |

Grand total cost construction and equipment road in Iowa on basis of miles of road, 450,968,458.50.

| | |
|---|---|
| Taxes in Iowa | $ 192,134.88 |
| Taxes in other States | 611,382.42 |
| Total | $ 803,517.30 |

## INCOME ACCOUNT.

| | | |
|---|---|---|
| Gross earnings from operation | $ 25,466,314.95 | |
| Less operating expenses | 15,672,907.86 | |
| Income from operation | | $ 9,793,317.09 |
| Interest on bonds owned | $ 40,930.01 | |
| Dividends on stocks owned | 64,751.00 | |
| Rentals of tracks, yards and terminals | 82,107.06 | |
| Miscellaneous income, less expenses | 293,582.74 | |
| Amount overcharged in 1887 account, discount on stock | 104,640.00 | |
| Amount overcharged in 1888 account, interest on bonds | 60.00 | |
| Income from other sources | | $ 545,070.81 |
| Total income | | $ 10,338,387.90 |
| Deductions from income: | | |
| Interest on funded debt (accrued) | $ 7,054,470.99 | |
| Interest on interest-bearing current liabilities (accrued), not otherwise provided for | 165,476.79 | |
| Rentals, including tracks, yards and terminals | 271,442.14 | |
| Taxes | 803,516.30 | |
| Other deductions | 234,126.10 | |
| Total deductions from income | | $ 8,527,033.32 |
| Net income | | $ 1,811,354.58 |
| Dividends, four and one-half per cent, preferred stock | $ 972,490.50 | |
| Total | | $ 972,490.50 |
| Deficit from operations of year ending June 30, 1889 | | $ 838,864.08 |
| Deficit on June 30, 1888 | | 666,818.36 |
| Deficit on June 30, 1889 | | $ 1,505,682.44 |

## EARNINGS FROM OPERATION.

| | | |
|---|---|---|
| PASSENGER: | | |
| Passenger revenue | | $ 6,378,048.05 |
| Less repayments: | | |
| Excess fares refunded | $ 41,175.39 | |
| Other repayments, commissions | 104,831.04 | |
| Total deductions | | 146,006.43 |
| Total passenger revenue | | $ 6,232,041.62 |
| Mail | $ 916,995.97 | |
| Express | 502,996.56 | |
| Extra baggage and storage | 97,832.40 | |
| Other items | 11,979.42 / 85,809.45 | |
| | 106,507.44 | |
| | | 1,722,121.54 |
| Total passenger earnings | | $ 7,954,162.86 |
| FREIGHT: | | |
| Freight revenue | $ 17,589,307.52 | |
| Total deductions | 291,990.70 | |
| Total freight revenue | | $ 17,297,316.82 |
| Stock yards | $ 59,440.15 | |
| Elevators | 155,395.12 | |
| | | 214,835.27 |
| Total freight earnings | | $ 17,512,152.09 |
| Total passenger and freight earnings | | $ 25,466,314.95 |
| Total gross earnings from operation | | $ 25,466,314.95 |
| Total gross earnings from operation in Iowa | | 6,389,196.20 |

## OPERATING EXPENSES, EARNINGS, ETC.

| | |
|---|---|
| Operating expenses per mile of road | $ 2,893.50 |
| Operating expenses per train mile | .83 |
| Proportion of operating expenses and taxes for Iowa | 4,417,592.41 |
| Percentage of expenses to earnings | 69.14 |
| Net earnings per train mile | 35.85 |
| Percentage of earnings to stock and debt | .0384 |
| Percentage of earnings to cost of road and equipment | .0287 |
| Surplus at the commencement of the year | 699,818.36 |
| Surplus at the close of the year | 1,538,682.44 |



## BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|---|---|---|---|
| Oshkosh & Mississippi River Railway Company | $ 211,000.00 | 8 | $ 35,320.00 |
| Kansas City Belt Railway Company | 20,000.00 / 35,000.00 | 6 | 1,200.00 |
| Minnesota Transfer Railway Company | 101,000.00 | 5 | 6,325.00 |
| Minneapolis Eastern Railway Company | 60,000.00 | ... | ... |
| St. Paul Warehouse & Elevator Company | 5,000.00 | 7 | 525.00 |
| Wisconsin, Pittsville & Superior Railway Company | 10,000.00 | 8 | 1,200.00 |
| Bonds of sundry towns, etc | 13,950.00 | ... | 1,890.01 |
| City of Ottumwa bonds | 30,000.00 | 6 | 1,800.00 |
| Interest on bonds redeemed during the year | ... | ... | 2,579.00 |
| Total | $ 486,950.00 | ... | $ 40,930.01 |

## STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|---|---|---|---|
| Kansas City Belt Railway Company | $ 20,285.35 | ... | $ ... |
| Minnesota Transfer Railway Company | 7,000.00 | ... | ... |
| Minneapolis Eastern Railway Company | 15,000.00 | ... | ... |
| St. Paul Warehouse & Elevator Company | 19,250.00 | ... | ... |
| St. Paul Union Depot Company | 79,000.00 | 6 | 6,300.00 |
| Merrill Boom Company | 90,300.00 | 7 | 6,951.00 |
| Tomahawk Land & Boom Company | 69,000.00 | ... | ... |
| Council Bluffs Union Elevator Company | 46,666.67 | ... | ... |
| Milwaukee Land Company | 100,000.00 | 6 | 9,000.00 |
| Bracieville Coal Company | 100,000.00 | 6 | 9,000.00 |
| Excelsior Coal Company | 150,000.00 | 6 | 13,500.00 |
| Other stocks | 400.00 | ... | ... |
| Milwaukee Land Company | ... | 20 | 20,000.00 |
| Total | $ 697,780.02 | ... | $ 64,751.00 |

## AMOUNTS RECEIVED FOR USE OF TRACKS, YARDS AND TERMINALS.

| DESIGNATION AND SITUATION OF PROPERTY LEASED. | NAME OF COMPANY USING PROPERTY. | | TRACKS. | TERMINALS. |
|---|---|---|---|---|
| Tracks, between Rugby Junction and Milwaukee | Wisconsin Central Railway Company, | 3 per cent on value | $ 22,746.84 | $ |
| | | Property maintenance | 7,102.18 | |
| Warehouse, Milwaukee | Wisconsin Central Railway Company, | 6 per cent on value | | 3,722.00 |
| | | Maintenance | | 187.65 |
| Passenger station and tracks, Milwaukee | Wisconsin Central Railway Company, | 1½ per cent on value | | 9,030.00 |
| | | Property maintenance | | 9,289.85 |
| Track, Milwaukee | Wisconsin Central Railway Company, | per annum | 1,420.56 | |
| Scales, Milwaukee | Wisconsin Central Railway Company, | per annum | | 200.04 |
| Track, between Milwaukee and Stewartsburg | Milwaukee & Northern Railroad, | proportion of earnings | | 21,301.41 |
| Terminals, Milwaukee | Omaha & St. Louis Railway, | $1,200 per annum | 400.00 | |
| Track, Council Bluffs | Chicago, Burlington & Quincy Railroad, | $420 per annum | 140.00 | |
| Track, Clinton | Kansas City, St. Jo. & Council Bluffs Railroad, | 3 per cent on value | 338.72 | |
| Track, Council Bluffs | Wabash Western Railway | | | 6,157.80 |
| Track and terminals, Ottumwa | | | | |
| Total | | | $ 32,148.30 | $ 49,958.76 |
| | | | | $ 82,107.06 |



## MISCELLANEOUS INCOME.

| ITEM. | Gross income. | Less expenses. | Net miscellaneous income. |
|---|---|---|---|
| Premium on bonds sold | | | $ 8,775.00 |
| Land department | | | 163,940.84 |
| Telegraph | | | 26,751.48 |
| Miscellaneous rents | | | 53,115.42 |
| Total | | | $ 252,582.74 |

## OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | $ 398,953.47 | $ 615,163.10 | $ 1,014,116.57 |
| Renewals of rails | 135,163.92 | 208,414.91 | 343,578.83 |
| Renewals of ties | 334,873.35 | 516,355.29 | 851,228.64 |
| Repairs of bridges and culverts | 240,903.01 | 371,458.49 | 612,361.50 |
| Repairs of fences, road-crossings, signs, and cattle-guards | 59,930.10 | 92,408.75 | 152,338.85 |
| Repairs of buildings | 66,969.73 | 103,263.43 | 170,233.16 |
| Repairs of telegraph | 8,836.87 | 13,625.93 | 22,462.80 |
| Total | $ 1,245,630.45 | $ 1,920,689.90 | $ 3,166,320.35 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | $ 319,307.33 | $ 783,106.51 | $ 1,102,413.84 |
| Repairs and renewals of passenger cars | 413,067.63 | | 413,067.63 |
| Repairs and renewals of freight cars | | 876,851.43 | 876,851.43 |
| Shop machinery, tools, etc. | 35,489.14 | 74,296.16 | 109,785.30 |
| Total | $ 767,864.10 | $ 1,734,254.10 | $ 2,502,118.20 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of enginemen, firemen, and roundhousemen | $ 530,659.90 | $ 1,179,719.16 | $ 1,710,379.06 |
| Fuel for locomotives | 642,396.72 | 1,445,494.00 | 2,087,890.72 |
| Water-supply for locomotives | 22,039.68 | 49,048.58 | 71,088.26 |
| All other supplies for locomotives | 21,762.18 | 50,182.04 | 71,944.22 |
| Wages of other trainmen | 501,626.03 | 847,133.08 | 1,348,759.11 |
| All other train supplies | 62,004.10 | 92,637.66 | 154,641.76 |
| Wages of switchmen, flagmen and watchmen | 155,366.73 | 440,828.79 | 596,195.52 |
| Expense of telegraph, including train dispatchers and operators | 165,291.84 | 267,929.34 | 433,221.18 |
| Wages of station agents, clerks and laborers | 330,875.47 | 941,706.62 | 1,272,585.09 |
| Station supplies | 79,524.85 | 101,200.61 | 180,725.46 |
| Switching charges—balance | | 221,515.46 | 221,515.46 |
| Car mileage—balance | | 172,904.07 | 172,904.07 |
| Loss and damage | 28,647.96 | 102,519.51 | 131,167.47 |
| Injuries to persons | 70,652.33 | 115,755.39 | 186,407.72 |
| Other expenses | 9,190.44 | 44,897.14 | 54,087.58 |
| Total | $ 2,620,038.23 | $ 6,073,471.45 | $ 8,693,509.68 |

OPERATING EXPENSES—CONTINUED.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| GENERAL EXPENSES— | | | |
| Salaries of officers, Salaries of clerks | $ 193,034.89 | $ 317,307.98 | $ 510,342.87 |
| General office expenses and supplies | 6,439.39 | 9,996.95 | 16,436.34 |
| Agencies, including salaries and rent | 86,779.22 | 79,459.09 | 166,234.31 |
| Advertising | 54,719.48 | 2,879.66 | 57,599.14 |
| Insurance | 20,948.35 | 30,913.55 | 50,862.00 |
| Expense of fast freight lines | | 2,359.43 | 2,359.43 |
| Expense of traffic associations | 4,390.69 | 41,941.64 | 46,332.33 |
| Expense of stock yards and elevators | | 65,033.78 | 65,033.78 |
| Rentals not otherwise provided for | 20,881.35 | 33,709.86 | 54,591.21 |
| Legal expenses | 29,162.68 | 40,868.58 | 70,031.26 |
| Stationery and printing | 60,887.64 | 66,455.28 | 127,342.92 |
| Other general expenses | 55,955.65 | 87,874.39 | 143,830.04 |
| Total | $ 532,319.44 | $ 778,750.19 | $ 1,311,069.63 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | $ 1,245,630.45 | $ 1,920,089.90 | $ 3,165,320.35 |
| Maintenance of equipment | 707,854.10 | 1,794,254.10 | 2,502,118.20 |
| Conducting transportation | 2,659,038.23 | 6,073,471.45 | 8,693,509.68 |
| General expenses | 532,319.44 | 778,750.19 | 1,311,069.63 |
| Grand total | $ 5,165,852.22 | $ 10,567,145.64 | $ 15,672,997.86 |
| Operating expenses for Iowa, including taxes | | | $ 4,417,592.41 |
| Percentage of operating expenses to earnings | 82.89 | 60.74 | 61.54 |

## FENCING.

| | |
|---|---|
| Miles of fencing in Iowa | 1,972 |
| Average cost per mile | $ 224.00 |
| Total cost of same | 441,728.00 |
| Miles of new fencing built during the year | 200 |
| Number of miles needed to complete fencing in Iowa | 1,168 |



AMOUNTS PAID FOR USE OF TRACKS, YARDS AND TERMINALS.

| DESIGNATION OF PROPERTY. | SITUATION OF PROPERTY. | NAME OF COMPANY OWNING PROPERTY. | | TRACKS. | YARDS. | TERMINALS. |
|---|---|---|---|---|---|---|
| | | | | $ | $ | $ |
| Passenger depot | Chicago | Pennsylvania Company | 1.4 per cent on value | | | 15,711.71 |
| Passenger depot | Chicago | Pennsylvania Company | Proportion maintenance | | | 82,608.44 |
| Passenger depot | St. Paul | St. Paul Union Depot Company | Proportion maintenance | | | 11,771.14 |
| Freight transfer | Council Bluffs | Union Pacific Railway | $ 4,800 per annum | | | 4,800.00 |
| Passenger transfer | Council Bluffs | Union Pacific Railway | $ 4,400 per annum | | | 4,756.69 |
| Track | Milwaukee | Chicago & Northwestern Railway | 450 per annum | 487.50 | | |
| Track | Council Bluffs | Chicago, Burlington & Quincy R. R. | 2 per cent on value | 188.40 | | |
| Track | From Port Byron Junction to Rock Island | Chicago, Rock Island & Pacific R'y | $15,000 per annum | | | 15,350.00 |
| Terminals | Rock Island | Proportion maintenance | | 30,782.13 | | |
| Trucks | Chicago | Chicago, St. Louis & Pittsburg R'y | Proportion maintenance | | | 37,693.39 |
| Track | From Davis Junction to Rockford | Chicago & Iowa Railway | $2,400 per annum | 2,000.00 | | |
| Terminals | Rockford | Illinois Central Railroad | .5 per cent on value | | | 55,194.63 |
| Tracks and Terminals | Kansas City | Kansas City Belt Railway Company | Proportion maintenance | 489.30 | | 11,059.17 |
| Track | Council Bluffs | Kan. City/St. Jo. & Council Bluffs R. R. | 3 per cent on value | 712.53 | | |
| | | | Maintenance | | | |
| | | Total for tracks and terminals | | $ 34,630.34 | | $ 536,861.80 |
| | | | | | | 571,492.14 |

## GENERAL BALANCE SHEET.

### DEBIT.

| | | |
|---|---|---|
| Cost of equipment | | $183,889,871.34 |
| Bonds of other companies owned | $ 486,950.00 | |
| Stocks of other companies owned | 607,780.02 | |
| Real estate | 13,235.08 | |
| | | 1,197,965.10 |
| OTHER ASSETS— | | |
| Materials and supplies | | 1,932,490.95 |
| Total | | $187,020,327.39 |

### CREDIT.

| | |
|---|---|
| Capital stock | $ 61,479,861.60 |
| Funded debt | 123,755,000.00 |
| Current liabilities | 35,999.64 |
| Accrued interest on funded debt not yet payable | 200,844.31 |
| Profit and loss | 1,538,682.44 |
| Total | $ 187,020,327.39 |

## CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

### RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| NET INCOME: | | |
| From operation | $ 9,793,317.09 | |
| From other sources | 372,354.97 | |
| Total | | $ 10,165,672.06 |
| INCREASE IN LIABILITIES: | | |
| Sale of stocks | $ 188,000.00 | |
| Sale of bonds | 5,000,000.00 | |
| Total | | $ 5,188,000.00 |
| DECREASE IN ASSETS: | | |
| Cash assets | $ 1,878,993.00 | |
| Other assets, material and fuel, treasury bond and stock | 831,923.79 | |
| Total | | $ 2,710,916.79 |
| MISCELLANEOUS: | | |
| Premium on bonds sold | $ 8,775.00 | |
| Sale of lands | 163,940.84 | |
| Sale of securities owned | 8,047.88 | |
| All other sources, bills receivable | 9,000.00 | |
| Total | | $ 189,763.72 |
| Grand total | | $ 18,254,352.57 |



### RESOURCES ACCOUNTED FOR.

| | | |
|---|---|---|
| FIXED CHARGES: | | |
| Interest on funded debt paid | $ 7,019,025.49 | |
| Other interest paid | 163,476.79 | |
| Rentals | 271,442.14 | |
| Taxes | 803,517.30 | |
| Total | | $ 8,257,461.72 |
| OTHER CHARGES AGAINST NET INCOME | | 234,126.10 |
| DIVIDENDS | | 964,912.00 |
| BETTERMENTS TO PROPERTY: | | |
| Construction of new road | $ 1,593,832.20 | |
| Other permanent improvements | | |
| Additional equipment | 853,362.15 | |
| Purchase constructed road | 1,842,160.50 | |
| Total | | $ 4,289,354.85 |
| DECREASE IN LIABILITIES: | | |
| Reduction of funded debt | $ 224,000.00 | |
| Decrease in current liabilities | 971,246.10 | |
| Total | | $ 1,195,246.10 |
| INCREASE IN ASSETS: | | |
| Cash on hand | $ 1,841,276.96 | |
| Cash assets | 1,056,174.84 | |
| Total | | $ 2,897,451.80 |
| MISCELLANEOUS: | | |
| Discount on bonds sold | $ 373,500.00 | |
| Securities purchased | 42,000.00 | |
| Total | | $ 415,500.00 |
| Grand total | | $ 18,254,052.57 |

## IMPORTANT CHANGES DURING THE YEAR.

| | | |
|---|---|---|
| EXTENSIONS: | | |
| Evanston to Hill Street, Wilmette, miles | | 1.63 |
| Maquoketa to Hurstville, miles | | 2.34 |
| Latham Junction to Zeda, miles | | 2.66 |
| Total miles | | 6.63 |
| Less: | | |
| Line Marion to Cedar Rapids, shortened, miles | .81 | |
| Mather to Carrick, over reported, miles | .16— | |
| Net increase, miles | | 5.66 |
| Common stock, 1886 shares | | $ 188,600.00 |
| General mortgage bonds | | 5,000,000.00 |
| Less bonds redeemed | | 224,000.00 |
| Net increase | | $ 4,776,000.00 |

## CONTRACTS, AGREEMENTS, ETC.

### EXPRESS COMPANIES.

The American and the Adams Express Companies occupy the lines of this company, doing a general express business. Rates are various, and are governed by the business done and the facilities furnished.

### MAILS.

Compensation for mail service is not permanently fixed. Service is ordered subject to the rules and regulations of the Post-office Department, and the amount paid is based upon the weight of the mail transported over each route.

### SLEEPING, PARLOR OR DINING-CAR COMPANIES.

Sleeping-cars are run by the Pullman Palace Car Company, which makes its own regular charges for accommodations therein. Parlor-cars are owned and run by the Chicago, Milwaukee & St. Paul Railway Company. Rates are from 25 to 50 cents, according to distance traveled. Dining-cars are owned and run by the Chicago, Milwaukee & St. Paul Railway Company; charge, per meal, 75 cents.

### FREIGHT OR TRANSPORTATION COMPANIES, OR LINES.

The cars of all transportation companies are allowed to run over the lines of this company, paying regular rates, and receiving mileage.



SECURITY FOR FUNDED DEBT.

| NAME OF BOND. | LIEN. | LINE (OR PROPERTY) MORTGAGED. | MILES. | OUTSTANDING. |
|---|---|---|---|---|
| Milwaukee & St. Paul Railway | First | Milwaukee to La Crosse | 197.70 | |
| | First | Watertown to Madison | 37.00 | |
| | First | Horicon to Berlin and Wisconsin | 35.00 | |
| | First | Merrimac to Prairie du Chien | 165.00 | 5,250,000.00 |
| Iowa & Minnesota Division | First | McGregor to St. Paul and Minneapolis | 220.00 | 3,198,000.00 |
| Prairie du Chien Division, 8 per cent. | First | Milwaukee to Prairie du Chien | 194.00 | 3,674,000.00 |
| Prairie du Chien Division, 7 per cent. | Second | Milwaukee to Prairie du Chien | | 1,341,000.00 |
| Chicago & Milwaukee Division | First | Chicago to Milwaukee | 85.30 | 2,000,000.00 |
| St. Paul & Sioux City Division | First | Minneapolis to St. Paul | 12.10 | 2,500,000.00 |
| Iowa & Dakota Division | First | Calmar to Algona | 138.00 | 541,000.00 |
| Hastings & Dakota Division | First | Hastings to Glencoe | 74.80 | 80,000.00 |
| Consolidated | Second | On above described lines, and | | |
| | First | La Crosse Bridge and approaches, and | 1.70 | |
| | First | Milton to Monroe City | 42.00 | |
| | First | Austin to Mason City | 40.00 | |
| | First | Conover to Decorah | 10.00 | |
| | First | Sabula to Marion | 87.00 | 11,496,000.00 |
| Terminal | First | Real estate and improvements in Chicago and Milwaukee | | 4,773,000.00 |
| Iowa & Dakota Division extension | First | Algona to Canton, S. D. | 273.00 | |
| Hastings & Dakota Division Extension | First | Marion Junction to Running Water | 62.00 | 3,566,000.00 |
| | First | Glencoe to Roscoe | 278.00 | |
| | First | Roscoe to Eureka | 55.55 | |
| | First | Aberdeen to Ellendale | 64.10 | |
| | First | Milbank to Watertown Junction | 181.00 | 6,670,000.00 |
| Southwestern Division | First | Racine to Port Byron Junction | 180.00 | |
| | First | Eagle to Elkhorn | 17.00 | 4,000,000.00 |
| La Crosse & Davenport Division | First | Davenport to Jackson Junction | 160.50 | 2,560,000.00 |
| | First | Eldridge Junction to Maquoketa | 32.10 | |
| Chicago & Pacific Division | First | Chicago to Fulton | 141.60 | |
| | Second | Kittredge to Savanna | 21.50 | |
| | First | Sabula Bridge and approaches | 3.34 | 3,000,000.00 |

SECURITY FOR FUNDED DEBT—CONTINUED.

| NAME OF BOND. | LIEN. | LINE (OR PROPERTY) MORTGAGED. | MILES. | OUTSTANDING. |
|---|---|---|---|---|
| Chicago & Pacific Western Division | First | Cedar Rapids to Kansas City | 293.84 | $ |
| | First | Marion to Council Bluffs | 261.70 | |
| | First | Sioux City to Manilla | 90.10 | |
| | First | Egan to Woonsocket | 87.70 | |
| | First | Sioux City to Aberdeen | 262.60 | |
| | First | Elk Point to Sioux Falls | 70.00 | |
| | First | Eden to Rock Valley | 0.00 | |
| | First | Farley to Cedar Rapids | 47.60 | 25,340,000.00 |
| Southern Minnesota Division | First | La Crescent to Sioux Falls | 346.50 | |
| | First | Wells to Mankato | 38.10 | |
| | First | Minneapolis to Benton Junction | 28.80 | 7,432,000.00 |
| Mineral Point Division | First | Warren to Mineral Point | 33.00 | |
| | First | Calamine to Platteville | 18.00 | |
| | First | Monroe to Shellsburg | 34.00 | |
| | First | Lone Rock to Richland Center | 16.00 | |
| | First | Viroqua to Sparta | 32.00 | 2,846,000.00 |
| Dubuque Division | First | La Crescent to Clinton | 178.00 | |
| | First | Caledonia Junction to Preston | 57.50 | |
| | First | Waukon Junction to Waukon | 29.80 | |
| | First | Turkey River Junction to West Union | 57.20 | |
| | First | Bellevue to Cascade | 35.50 | 6,565,000.00 |
| Wisconsin Valley Division | Second | Tomah to Merrill | 107.00 | |
| | First | Merrill to Minocqua | 54.50 | 2,441,000.00 |
| Wisconsin & Minnesota Division | First | Wabasha to Zumbrota | 60.00 | |
| | First | Hastings to Stillwater | 25.50 | |
| | First | Northfield to Red Wing | 32.50 | |
| | First | Wabasha to Chippewa Falls | 65.00 | |
| | First | Red Cedar Junction to Cedar Falls | 21.00 | |
| | First | Minneapolis to St. Paul & Short Line Bridge | 10.00 | |
| | First | Read's Landing Bridge | | 4,755,000.00 |
| Chicago & Lake Superior Division | First | Janesville to Beloit | 14.00 | |
| | First | Rockton to Rockford | 15.00 | |
| | First | Madison to Portage | 39.00 | 1,360,000.00 |
| Chicago & Missouri River Division | First | Tripp to Armour | 20.40 | |
| | First | Roscoe to Rowdie | 15.50 | |
| | First | Roscoe to Orient | 47.10 | 3,083,000.00 |
| Dakota & Great Southern Railway | First | Madison to Bristol | 102.70 | |
| | First | Andover to Harlem | 50.00 | 2,896,000.00 |
| Fargo & Southern Railway | First | Ortonville to Fargo | 117.00 | 1,350,000.00 |



| | | | | |
|---|---|---|---|---|
| Minnesota Central Railroad | First | McGregor to St. Paul and Minneapolis | | 128,000.00 |
| Milwaukee & Western Railroad | First | Milwaukee to Watertown | | 215,000.00 |
| Wisconsin Valley Railroad | First | Tomah to Merrill | | 1,105,500.00 |
| Fargo & Southern Railway Income | | Not secured by mortgage | | 280,000.00 |
| Real estate | First | Property in Chicago | | 275,000.00 |
| Income sinking fund, convertible | | Not secured by mortgage | | 2,000,000.00 |
| Land grant income | | Not secured by mortgage | | 840,000.00 |
| General mortgage | | Authorized issue, $150,000,000—covering all property of the company | | |
| | | For refunding above-mentioned debt, and for extension and improvement of road | | 5,000,000.00 |
| Total | | | | $123,765,000.00 |

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## EMPLOYES AND SALARIES.

| CLASS. | Number. | Total monthly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers | 30 | $ 33,865.92 | $ 2.66 |
| General office clerks | 340 | 42,602.57 | 1.71 |
| Station agents | 801 | 41,459.47 | 1.69 |
| Other station men | 788 | 75,244.97 | 3.30 |
| Engineers | 808 | 43,213.44 | 2.13 |
| Firemen | 732 | 48,516.33 | 2.18 |
| Conductors | 506 | 65,536.94 | 1.85 |
| Other trainmen | 1,310 | 37,032.90 | 2.50 |
| Machinists | 387 | 36,892.47 | 2.15 |
| Carpenters | 635 | 100,904.57 | 1.81 |
| Other shopmen | 2,008 | 41,831.77 | 1.82 |
| Section foremen | 908 | 46,389.05 | 1.98 |
| Other trackmen | 1,585 | 18,124.60 | 1.69 |
| Switchmen, flagmen and watchmen | 308 | 28,885.42 | 1.87 |
| Telegraph operators and dispatchers | 498 | 201,963.07 | 2.01 |
| All other employes and laborers | 3,713 | | |
| Total | 15,589 | $ 850,032.57 | $ 2.02 |
| DISTRIBUTION OF ABOVE: | | | |
| General administration | Can not state. | | |
| Maintenance of way and structures | | | |
| Maintenance of equipment | | | |
| Conducting transportation | | | |
| Total amount of pay-rolls ending June 30, 1889 | $ | $ 11,701,792.03 | $ |

## EMPLOYES IN IOWA.

| | |
|---|---|
| Number of employes in Iowa, estimated | 3,520 |
| Amount paid employes in Iowa, estimated | $ 2,200,000.00 |

## PASSENGER, FREIGHT AND TRAIN MILEAGE.

| | | |
|---|---|---|
| PASSENGER TRAFFIC: | | |
| Number of passengers carried earning revenue | 7,888,332 | |
| Number of passengers carried one mile | 258,067,706 | |
| Average distance carried, miles | 32.72 | |
| Total passenger revenue | | $ 6,232,041.67 |
| Average amount received from each passenger | | .79.003 |
| Average receipts per passenger per mile | | .02.415 |
| *Estimated cost of carrying each passenger one mile | | .02.002 |
| Passenger earnings per mile of road | | 1,097.55 |
| Passenger earnings per train mile | | .85.129 |
| FREIGHT TRAFFIC: | | |
| Number of tons carried of freight earning revenue | 7,769,875 | |
| Number of tons carried one mile | 1,620,923,961 | |
| Average distance haul of one ton, miles | 208.62 | |
| Total freight revenue | | 17,297,316.82 |
| Average amount received for each ton of freight | | 2.22.620 |
| Average receipts per ton per mile | | .01.067 |
| Estimated cost of carrying one ton one mile | | .00.648 |
| Freight earnings per mile of road | | 3,046.29 |
| Freight earnings per train mile | | 1.53.239 |

*Includes cost of doing mail and express business.



| | | |
|---|---|---|
| PASSENGER AND FREIGHT: | | |
| Passenger and freight earnings | | 23,529,358.44 |
| Passenger and freight earnings per mile of road | | 4,143.84 |
| Expense per mile of road | | 2,760.23 |
| Total earnings per mile of road, including mails, express, etc. | | 4,484.97 |
| Number of passenger trains | 223,757 | |
| Number of freight trains | 54,109 | |
| TRAIN MILEAGE: | | |
| Miles run by passenger trains | 7,132,101 | |
| Miles run by freight trains | 10,780,603 | |
| Miles run by mixed trains | 705,914 | |
| Total mileage trains earning revenue | 18,600,618 | |
| Miles run by switching trains | 4,934,982 | |
| Miles run by construction and other trains | 769,853 | |
| Grand total train mileage | 23,714,453 | |
| Mileage of loaded freight cars—north or east | 87,615,888 | |
| Mileage of loaded freight cars—south or west | 86,072,105 | |
| Mileage of empty freight cars—north or east | 31,950,712 | |
| Mileage of empty freight cars—south or west | 35,025,552 | |
| Average number of freight cars in train | 21.32 | |
| Average number of loaded cars in train | 15.39 | |
| Average number of empty cars in train | 5.93 | |
| Average number of tons of freight in train | 143.59 | |
| Average number of tons of freight in each loaded car | 9.33 | |

Average number of tons in cars when shipped in car lots:
Nine and thirty-three hundredths.

Average number of tons in cars when shipped in less than car lots:
Nine and thirty-three hundredths.

What per cent does the local freight business of Iowa bear to the total freight business of the entire land?
We have no record of this.

What per cent does local freight business of Iowa bear to freight originating on your line in Iowa and passing outside the State?
We have no record of this.

What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?
We have no record of this.

What per cent does local freight business bear to freight moved across the State, from points outside to points inside the State?
We have no record of this.

What per cent of freight received at each station on your road is local and what per cent is inter-State?
We have no record of this.

What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?
Proportion based on distance hauled.

What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?
Proportion based on distance hauled.

What proportion of earnings is credited to Iowa on business originating outside the State and designed to points within the State?

Proportion based on distance hauled.

What proportion of earnings is credited to each branch line of your road, on business originating on said branches and destined to points on the main line in Iowa, to points on the main line, outside the State, or to points on other lines?

Proportion based on distance hauled.

Give the amount and kind of freight furnished by each branch line to your main line?

We have no record of this.

## FREIGHT TRAFFIC MOVEMENT—IOWA.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Tons. | Per cent. |
|---|---|---|
| PRODUCTS OF AGRICULTURE— | | |
| Grain | 332,177 | 25.70 |
| Flour | 18,129 | 1.39 |
| Other mill products | 66,727 | 5.12 |
| Hay | 215 | .02 |
| Tobacco | 49,504 | 3.89 |
| Fruit and vegetables and other agricultural products | | |
| PRODUCTS OF ANIMALS— | | |
| Live stock | 169,459 | 13.05 |
| Dressed meats | 75,618 | 5.81 |
| Other packing-house products | | |
| PRODUCTS OF MINES— | | |
| Anthracite coal | 1,802 | .14 |
| Bituminous coal | 115,241 | 8.85 |
| Ores | 38,735 | 2.96 |
| Stone, sand, and other like articles | 48,765 | 3.74 |
| PRODUCTS OF FOREST— | | |
| Lumber | 82,618 | 6.34 |
| MANUFACTURES— | | |
| Iron, pig and bloom | 3,772 | 6.29 |
| Iron and steel rails | 15,907 | 1.22 |
| Cement, brick and lime | 13,406 | 1.03 |
| Agricultural implements | | |
| Wagons, carriages and tools | | |
| MERCHANDISE | 120,068 | 9.22 |
| MISCELLANEOUS— | | |
| Other commodities not mentioned above | 161,631 | 12.76 |
| Total tonnage | 1,302,703 | 100 |



## FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | FREIGHT TONNAGE—IOWA. Tons. | FREIGHT TONNAGE—IOWA. Per cent. | TOTAL FREIGHT TONNAGE—WHOLE LINE. Whole tons. | TOTAL FREIGHT TONNAGE—WHOLE LINE. Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | | | 1,420,656 | 18.40 |
| Flour | | | | |
| Other mill products | | | | |
| Hay | | | 443,701 | 5.71 |
| Tobacco | | | 119,247 | 1.53 |
| Cotton | | | 15,694 | .20 |
| Fruit and vegetables and other agricultural products | | | 193,422 | 2.49 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | | | 457,221 | 5.88 |
| Dressed meats | | | 186,933 | 2.39 |
| Other packing-house products | | | | |
| PRODUCTS OF MINES— | | | | |
| Anthracite coal | | | 117,974 | 1.52 |
| Bituminous coal | | | 814,055 | 10.48 |
| Ores | | | 51,750 | .67 |
| Stone, sand, and other like articles | | | 237,387 | 3.06 |
| PRODUCTS OF FOREST— | | | | |
| Lumber | | | 1,347,745 | 17.35 |
| MANUFACTURES— | | | | |
| Iron, pig and bloom | | | 150,278 | 1.93 |
| Iron and steel rails | | | 207,606 | 2.67 |
| Cement, brick and lime | | | 223,923 | 2.87 |
| Agricultural implements | | | | |
| Wagons, carriages, tools, etc | | | 143,624 | 1.85 |
| Wines, liquors and beers | | | 852,065 | 10.97 |
| MERCHANDISE | | | | |
| MISCELLANEOUS— | | | | |
| Other commodities not mentioned above | | | 779,394 | 10.03 |
| Total tonnage | 6,415,153 | 1,354,722 | 7,769,875 | 100 |

## TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT SABULA, IOWA FOR THE YEAR ENDING JUNE 30.

| | |
|---|---|
| East bound number of tons of freight | 804,232 |
| West bound number of tons of freight | 683,056 |
| Total | 1,487,288 |

## TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT McGREGOR, IOWA, FOR THE YEAR ENDING JUNE 30.

| | |
|---|---|
| East bound number of tons | 248,160 |
| West bound number of tons | 236,315 |
| Total tons | 484,475 |

## DESCRIPTION OF EQUIPMENT.

| ITEM. | Number added during year. | Total number at end of year. | EQTIPPED WITH TRAIN BRAKE. Number. | Kind. | CARS FITTED WITH AUTOMATIC COUPLER. Number. | Kind. |
|---|---|---|---|---|---|---|
| LOCOMOTIVES— | | | | | | |
| Passenger | 4 | 253 | | | | |
| Freight | 14 | 449 | | | | |
| Switching | 10 | 83 | | | | |
| Total | 28 | 758 | 303 | Westinghouse. | | |
| CARS IN PASSENGER SERVICE— | | | | | | |
| First-class passenger cars | 8 | 351 | 344 | | | |
| Dining cars | | 10 | 10 | | | |
| Parlor cars | | 9 | 9 | | | |
| Sleeping cars | | 9 | 9 | | | |
| Baggage, express and postal and combination cars | 4 | 244 | 244 | | | |
| Total | 12 | 623 | 616 | Westinghouse. | 616 | Miller. |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Box cars | 348 | 14,397 | 97 | Westinghouse. | | |
| | | | 150 | Piped for air. | 8 | Automatic. |
| Flat cars | | 4,209 | | | | |
| Stock cars | | 2,527 | | | 32 | Jenney and Beau. |
| Refrigerator cars | 96 | 445 | | | | |
| Total | 444 | 21,538 | | | | |
| CARS IN COMPANY'S SERVICE— | | | | | | |
| Derrick cars | | 10 | | | | |
| Caboose cars | 21 | 474 | 6 | Westinghouse. | 6 | Automatic. |
| Other road cars | 3 | 53 | | | | |
| Total | 24 | 527 | | | | |
| CARS CONTRIB'D TO FAST FREIGHT LINE SERVICE | | 837 | | | | |
| Total owned | 508 | 25,625 | | | | |
| Pullman Company controls and operates 45 sleeping cars | | 45 | 45 | Westinghouse. | 45 | Miller. |
| Grand total | | 23,670 | | | | |



## MILES OF ROAD.

| | | Illinois. | Wisconsin. | Iowa. | Minnesota. | Missouri. | Dakota. | Total. |
|---|---|---|---|---|---|---|---|---|
| From | Chicago to Milwaukee | 45.06 | 37.59 | | | | | 82.65 |
| | Rondout to Libertyville | 3.00 | | | | | | 3.00 |
| | Chicago to Hill St., Wilmette | 13.39 | | | | | | 13.39 |
| | North Chicago to Pacific Junc. | 3.39 | | | | | | 3.39 |
| | Pacific Junction to Savanna | 133.18 | | | | | | 133.18 |
| | Galewood to Dunning | 3.18 | | | | | | 3.18 |
| | Savanna to Council Bluffs | 2.30 | | 349.18 | | | | 351.48 |
| | Elk River Junction to Clinton | | | 10.05 | | | | 10.05 |
| | Davenport to Jackson Junction | | | 152.98 | | | | 152.98 |
| | Eldridge to Hurstville | | | 34.01 | | | | 34.01 |
| | Paralta to Farley | | | 43.63 | | | | 43.63 |
| | Marion to Ottumwa | | | 90.21 | | | | 90.21 |
| | Ottumwa Junction to Coburg | | | 62.27 | | 140.27 | | 202.54 |
| | Racine to Kittredge | 50.93 | 69.31 | | | | | 119.24 |
| | Savanna to Port Byron Junc. | 47.70 | | | | | | 47.70 |
| | Elkhorn to Eagle | | 16.50 | | | | | 16.50 |
| | Bowkton to Rockford | 14.04 | | | | | | 14.04 |
| | Chi. Div. to Prairie duChien Div | | 1.15 | | | | | 1.15 |
| | Milwaukee to Prairie du Chien | | 194.54 | | | | | 194.54 |
| | Stock Yds. Mil., to Merrill Park | | .80 | | | | | .80 |
| | Mazomanie to Prairie du Sac | | 10.37 | | | | | 10.37 |
| | Lone Rock to Richland Center | | 16.22 | | | | | 16.22 |
| | Milton to Shellsburg | | 70.84 | | | | | 70.84 |
| | Janesville to Beloit | | 13.86 | | | | | 13.86 |
| | Brodhead to New Glarus | | 22.78 | | | | | 22.78 |
| | Warren to Mineral Point | 1.01 | 31.28 | | | | | 32.29 |
| | Calamine to Platteville | | 17.08 | | | | | 17.08 |
| | South Milwaukee to La Crosse | | 103.57 | | | | | 106.37 |
| | Watertown Junc. to Madison | | 20.48 | | | | | 20.48 |
| | Portage City to East Madison | | 23.01 | | | | | 23.01 |
| | New Lisbon to Necedah | | 15.02 | | | | | 15.02 |
| | Viroqua Junction to Viroqua | | 32.17 | | | | | 32.17 |
| | North La Crosse to Onalaska | | 3.76 | | | | | 3.76 |
| | Tomah to Minocqua | | 161.50 | | | | | 161.50 |
| | Mather to Carrick | | 16.01 | | | | | 16.01 |
| | Lapham Junction to Zeda | | 2.86 | | | | | 2.86 |
| | North Mil. to Portage City | | 100.27 | | | | | 100.27 |
| | Merrill Park to Schwartzburg | | 6.75 | | | | | 6.75 |
| | Cement Line Junction to Rock | | 1.06 | | | | | 1.06 |
| | Iron Ridge to Fond du Lac | | 28.52 | | | | | 28.52 |
| | Horicon to Berlin | | 42.30 | | | | | 42.30 |
| | Brandon to Markesan | | 11.49 | | | | | 11.49 |
| | Elpon to Oshkosh | | 10.09 | | | | | 10.09 |
| | Rush Lake Junc. to Winnecomne | | 14.89 | | | | | 14.89 |
| | Sabula Junc. to River Junc. | | | 136.18 | 24.93 | | | 161.11 |
| | Bellevue to Cascade | | | 35.77 | | | | 35.77 |
| | Turkey River Junc. to W. Union | | | 58.34 | | | | 58.34 |
| | Waukon Junction to Waukon | | | 22.55 | | | | 22.55 |
| | Reno to Preston | | | | 57.77 | | | 57.77 |
| | North La Crosse to St. Paul | | 1.39 | | 128.42 | | | 129.81 |
| | St. Paul to Minneapolis | | | | 8.30 | | | 8.30 |
| | St. Croix Junction to Stillwater | | | | 24.78 | | | 24.78 |
| | Wabasha to Zumbrota | | | | 60.21 | | | 60.21 |
| | Wabasha to Chippewa Falls | | 60.77 | | 1.83 | | | 62.60 |
| | Red Cedar Junc. to Cedar Falls | | 20.67 | | | | | 20.67 |
| | North McGregor to Chamb'rlain | | | 291.48 | | | 149.87 | 441.35 |
| | Buelah to Elkader | | | 19.22 | | | | 19.22 |
| | Emmetsburg to Estherville | | | 22.64 | | | | 22.64 |
| | Spencer to Spirit Lake | | | 20.18 | | | | 20.18 |
| | Rock Valley to Eden | | | 8.99 | | | .39 | 9.38 |
| | Marion Junc. to Running Water | | | | | | 62.91 | 62.91 |
| | Calmar to Minneapolis | | | 41.38 | 130.64 | | | 172.09 |
| | Conover to Decorah | | | 10.00 | | | | 10.00 |
| | Austin to Mason City | | | 27.95 | 11.34 | | | 39.29 |
| | Mendota to St. Paul | | | | 5.56 | | | 5.56 |
| | Northfield to Cannon Junction | | | | 31.98 | | | 31.98 |
| | La Crescent to Woonsocket | | | | 280.22 | | 97.20 | 283.42 |
| | Wells to Mankato | | | | 38.16 | | | 38.16 |
| | Madison to Bristol | | | | | | 103.02 | 103.02 |
| | So. Minneapolis to Ortonville | | | | 177.27 | | | 177.27 |

MILES OF ROAD—CONTINUED.

| | Illinois. | Wisconsin. | Iowa. | Minnesota. | Missouri. | Dakota. | Total. |
|---|---|---|---|---|---|---|---|
| From Glencoe to Hutchinson | ..... | ..... | ..... | 13.45 | ..... | ..... | 13.45 |
| Hopkins to Lake Minnetonka | ..... | ..... | ..... | 7.84 | ..... | ..... | 7.84 |
| Ortonville to Fargo | ..... | ..... | ..... | 46.29 | ..... | 70.68 | 116.97 |
| Ortonville Junc. to Aberdeen | ..... | ..... | ..... | 1.47 | ..... | 107.02 | 108.49 |
| Hastings to Benton Junction | ..... | ..... | ..... | 53.71 | ..... | ..... | 53.71 |
| Milbank to Sisseton | ..... | ..... | ..... | ..... | ..... | 33.00 | 33.00 |
| Andover to Harlem | ..... | ..... | ..... | ..... | ..... | 55.91 | 55.91 |
| Mitchell to Aberdeen | ..... | ..... | ..... | ..... | ..... | 128.31 | 128.31 |
| Aberdeen to Edgeley | ..... | ..... | ..... | ..... | ..... | 64.06 | 64.06 |
| Aberdeen to Bowdle | ..... | ..... | ..... | ..... | ..... | 56.91 | 56.91 |
| Roscoe to Orient | ..... | ..... | ..... | ..... | ..... | 41.29 | 41.29 |
| Roscoe to Eureka | ..... | ..... | ..... | ..... | ..... | 26.39 | 26.39 |
| Manilla to Sioux City | ..... | ..... | 90.17 | ..... | ..... | ..... | 90.17 |
| Sioux City to Scotland Junction | ..... | ..... | 5.65 | ..... | ..... | 82.22 | 87.85 |
| Scotland to Mitchell | ..... | ..... | ..... | ..... | ..... | 47.67 | 47.67 |
| Tripp to Armour | ..... | ..... | ..... | ..... | ..... | 20.45 | 20.45 |
| Elk Point to Sioux Falls Junc. | ..... | ..... | 34.92 | ..... | ..... | 67.81 | 102.73 |
| Totals | 317.78 | 1,310.09 | 1,574.73 | 1,120.17 | 140.27 | 1,215.11 | 5,678.15 |



MILEAG 2.

A. MILEAGE OF ROAD OPERATED.

| LINE IS USE. | Main line owned. | Line owned jointly. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | Line used under trackage rights. | Total mileage operated. | New line constructed during year (additional). | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track | 5,060.47 | 8.65 | ..... | ..... | ..... | ..... | 5,678.15 | 5.66 | 1,691.35 | 3,986.80 |
| Miles of second track | 44.51 | 1.05 | ..... | ..... | ..... | ..... | 45.56 | ..... | ..... | ..... |
| Miles of third track | 1.63 | ..... | ..... | ..... | ..... | ..... | 1.63 | ..... | ..... | ..... |
| Miles of connecting track | 29.77 | 1.77 | ..... | ..... | ..... | ..... | 29.77 | ..... | ..... | ..... |
| Miles of yard track, sidings and spurs | 1,071.60 | 16.51 | ..... | ..... | ..... | 44.81 | 1,088.13 | ..... | ..... | ..... |
| Miles owned by other companies used by this company under agreements | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total mileage operated (all tracks) | 6,839.21 | 28.05 | ..... | ..... | ..... | 44.81 | 6,882.07 | 5.66 | 1,691.35 | 3,986.80 |

B. MILEAGE OF LINE BY STATES AND TERRITORIES.

1. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Line owned jointly. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | New line constructed during year (net). | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Illinois | 317.39 | .39 | ..... | ..... | ..... | 1.63 | 317.78 | 29.44 | ..... | ..... |
| Wisconsin | 1,308.87 | 1.22 | ..... | ..... | ..... | 2.50 | 1,310.09 | .97 | ..... | ..... |
| Iowa | 1,573.20 | 1.53 | ..... | ..... | ..... | 1.50 | 1,574.73 | ..... | ..... | ..... |
| Minnesota | 1,114.17 | 5.99 | ..... | ..... | ..... | ..... | 1,120.17 | 14.70 | ..... | ..... |
| Missouri | 140.27 | ..... | ..... | ..... | ..... | ..... | 140.27 | ..... | ..... | ..... |
| Dakota | 1,215.11 | ..... | ..... | ..... | ..... | ..... | 1,215.11 | ..... | ..... | ..... |
| Total mileage operated (single track) | 5,060.47 | 8.66 | ..... | ..... | ..... | 5.66 | 5,678.15 | 44.81 | ..... | ..... |

## MILEAGE—CONTINUED.

### II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Line owned jointly. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | New line constructed during year (net). | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Illinois | 317.23 | 1.55 | | | | | 317.78 | | 37.76 | 280.02 |
| Wisconsin | 1,308.87 | 1.22 | | | | | 1,316.09 | | 276.48 | 1,030.61 |
| Iowa | 1,573.02 | 1.77 | | | | | 1,574.73 | | 430.39 | 1,044.34 |
| Minnesota | 1,114.97 | 5.20 | | | | | 1,120.97 | | 302.74 | 727.43 |
| Missouri | 140.27 | | | | | | 140.27 | | | 140.27 |
| Dakota | 1,215.11 | | | | | | 1,215.11 | | 550.98 | 664.13 |
| Total mileage owned (single track) | 5,669.47 | 8.68 | | | | | 5,678.15 | | 1,691.35 | 3,986.80 |



## RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|---|---|---|---|---|---|---|
| Kind. | Tons. | Weight per yard, lbs. | Average price per ton at distributing point. | Kind. | Number. | Average price at distributing point. |
| Steel | 18,038,365 | 60. 75 | $ 35.80 | Mixed | 1,900,623 | $ 39.74 |
| Total steel | 18,038,365 | | | Total | 1,900,623 | |

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | Wood, cords—soft. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|
| Passenger | 297,141 | 9,958 | 302,120 | 7,901,779 | 76 |
| Freight | 469,675 | 15,997 | 477,673 | 12,621,543 | 76 |
| Switching | 162,948 | 5,462 | 165,679 | 4,334,982 | 76 |
| Construction | 28,756 | 971 | 29,242 | 769,853 | 76 |
| Total | 958,520 | 32,388 | 974,714 | 25,628,157 | 76 |
| Average cost at distributing point | $ 2.05 | 2.92 | | | |

## ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYES. TRAINMEN. Killed. | TRAINMEN. Injured. | SWITCHMEN, FLAGMEN, AND WATCHMEN. Killed. | SWITCHMEN, FLAGMEN, AND WATCHMEN. Injured. | OTHER EMPLOYES. Killed. | OTHER EMPLOYES. Injured. | TOTAL. Killed. | TOTAL. Injured. |
|---|---|---|---|---|---|---|---|---|
| Coupling and uncoupling | 4 | 40 | | 9 | | | 4 | 40 |
| Falling from trains and engines | 2 | 11 | | | | | 2 | 11 |
| Collisions | | 1 | | | | | | 1 |
| Derailments | 2 | 1 | | | | | 2 | 1 |
| Other train accidents | 1 | 10 | | | | | 1 | 10 |
| At stations | | | 1 | | | 1 | 1 | 1 |
| Other causes | 1 | 37 | 1 | 6 | 1 | 57 | 3 | 100 |
| Total | 10 | 100 | 2 | 15 | 1 | 58 | 13 | 173 |

ACCIDENTS TO PERSONS—CONTINUED.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Derailments | | 1 | | | | | | |
| Other train accidents | | 1 | 1 | 1 | | | 1 | 1 |
| At highway crossings | | | | 1 | 2 | | 2 | 1 |
| Other causes | | 6 | 4 | 2 | | | 4 | 2 |
| Total | | 8 | 5 | 4 | 2 | | 6 | 5 |

## CHARACTERISTICS OF ROAD.

To secure data for correctly compiling the statement here requested, it will be necessary to make a resurvey of a large portion of the system, as in the last twenty years modifications of grades have been made, of which there are in many instances, no records in the engineer's office. On some lines acquired by this company no profiles are in existence. To complete what data we have would require about three months' time, and to make a survey of the parts of the line of which we have not correct records may require four months' work with a field party.

| | IN IOWA. | |
|---|---|---|
| BRIDGES— | | |
| Number iron | 13 | 116 |
| Number wooden | 150 | 501 |
| Number combination | 6 | 11 |
| TRESTLES— | | |
| Number | 2,460 | 6,758 |
| Aggregate length | 218,957 | 530,988 |
| TUNNELS— | | |
| Number | | 1 |
| Maximum length | | 1,320 |
| Minimum length | | 1,320 |
| Aggregate length of all tunnels | | 1,320 |
| GAUGE OF TRACK— | | |
| Four feet eight and one-half inches; miles | 5,524.40 | 1,538.96 |
| Three feet; miles | 153.75 | 35.77 |
| | 5,678.15 | 1,574.73 |

TELEGRAPH—

Owned by this company, 5,675.76 miles of line.
Owned by this company, 14,605.47 miles of wire.
Same in Iowa:
Owned by this company, 1,573.20 miles of line.
Owned by this company, 3,054.57 miles of wire.
Operated by Western Union Telegraph Company, 5,675.76 miles of line.
Operated by Western Union Telegraph Company, 14,605.47 miles of wire.



Same in Iowa:
Operated by Western Union Telegraph Company, 1,573.20 miles of line.
Operated by Western Union Telegraph Company, 3,054.57 miles of wire.

## QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt?

$840,000.00 of land grant bonds all due in 1890 and will be paid in cash; Wisconsin Valley Division bonds are payable one per cent annually; Dubuque Division bonds payable one per cent annually; Income Sinking Fund convertible bonds are payable four per cent annually.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic:

Inter-state Commerce Railway Association, Western Freight Association, Western and Northwestern Division, Southwestern Division, Railway Weighing Association and Inspection Bureau, Joint rate Inspection Bureau, Western Classification Committee, Car Service Association, Western States Passenger Association.

Name all the companies, commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

Canada Southern Line, Commercial Express Line, Erie Dispatch Line, Great Eastern Line, Hoosac Tunnel Line, Red Line, Milwaukee and Michigan Line, West Shore Line.

### LANDS—CONGRESSIONAL GRANT.

| | |
|---|---|
| State the number of acres of land your company has already received from the Congressional grants | 372,133.27 |
| State the number of acres yet to inure to your company from Congressional grants | 2,000.00 |
| State the average price at which these lands have been sold, or contracted by the company | $ 4.87 |
| State the number of acres sold | 308,804.00 |
| State the amount received from sales | $ 1,706,732.49 |
| State the amount unpaid on outstanding contracts | 37,898.47 |
| State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1889 | 1,961,519.55 |
| State the amount expended in sale and management of lands | 142,122.17 |
| State the amount of taxes paid on lands | 30,914.59 |
| State the amount realized from the sale of lands above the expenses incurred in the management and taxes (includes amounts due on contracts after deducting $202,874.54 for breaking credits allowed) | 1,585,608.25 |
| *The cash and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road, and all fixtures and conveniences for transacting its business: Cost of road and equipment, whole line (see page 197) | $183,889,871.34 |
| The average amount of tonnage that can be carried on your road in the State by an engine of given weight, weight of engine 32 tons; tons | 202 |

NOTE.—For the construction of the telegraph lines the Western Union Telegraph Company, or the Northwestern Telegraph Company, in some cases furnish material and claim joint ownership.

*It is not possible for us to state the actual present cash value of the railroad property.

STATE OF WISCONSIN, } ss.
COUNTY OF MILWAUKEE. }

We, the undersigned, Roswell Miller, President, and J. P. Whaling, General Auditor, of the Chicago, Milwaukee & St. Paul Railway Company, on our oaths do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those sworn in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

(Signed) ROSWELL MILLER,
*President.*
J. P. WHALING,
*General Auditor.*

Subscribed and sworn to before me this 18th day of October, 1889.

W. D. MILLARD,
*Notary Public.*

[SEAL.]

# ANNUAL REPORT

OF THE

# CROOKED CREEK RAILROAD AND COAL COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

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## HISTORY.

Name of common carrier making this report:
Crooked Creek Railroad and Coal Company.

Date of organization:
November 8, 1875.

Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof.
Under the laws of the State of Iowa.

## ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM |
|---|---|---|
| W. C. Wilson | Webster City, Iowa | 2d Wednesday in June, 1890. |
| J. M. Funk | Webster City, Iowa | 2d Wednesday in June, 1890. |
| E. L. Jund | Milwaukee, Wis. | 2d Wednesday in June, 1890. |
| C. T. Burnham | Milwaukee, Wis. | 2d Wednesday in June, 1890. |
| John Q. Burnham | Milwaukee, Wis. | 2d Wednesday in June, 1890. |
| A. K. Hamilton | Milwaukee, Wis. | 2d Wednesday in June, 1890. |

Total number of stockholders at date of last election:
Seven.

Date of last meeting of stockholders for election of directors:
June 12, 1889.

Give post-office address of general office:
Lehigh, Iowa.

Give post-office address of operating office:
Lehigh, Iowa.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| Chairman of the Board | W. C. Wilson. | Lehigh, Iowa. |
| President | W. C. Wilson. | Lehigh, Iowa. |
| Vice-President | John O. Burnham. | Milwaukee, Wis. |
| Secretary | Jacob W. Funk | Webster City, Iowa. |
| Treasurer | Jacob W. Funk | Webster City, Iowa. |
| Assistant Treasurer | Sam'l McClure. | Lehigh, Iowa. |
| Auditor | Sam'l McClure. | Lehigh, Iowa. |
| General Manager | W. C. Wilson. | Lehigh, Iowa. |
| General Passenger Agent, General Ticket Agent | F. E. Wilson | Webster City, Iowa. |
| General Superintendent | W. C. Wilson. | Lehigh, Iowa. |



PROPERTY OPERATED.

| NAME. | TERMINALS. FROM— | TERMINALS. TO— | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| Crooked Creek Railroad & Coal Company (main line owned) | Judd, Iowa | Lehigh, Iowa | 9.7 | |
| Webster City & Southwestern Railway Company (main line operated under lease) | Border Plains, Iowa | Webster City, Iowa | 13.5 | |
| Total mileage operated | | | 23.2 | |
| Total mileage operated in Iowa | | | 23.2 | |

NAME OF ALL COAL, BRIDGE, CANAL OR OTHER PROPERTIES, THE PROFIT OR LOSS ONLY FROM WHICH IS INCLUDED IN THE GENERAL BALANCE SHEET.

| NAME. | CHARACTER OF BUSINESS. | TITLE (LEASED, OWNED, ETC.) | STATE OR TERRITORY. |
|---|---|---|---|
| Crooked Creek Coal Company | Mining coal | Owned | Iowa. |

## CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. | | DIVIDENDS DECLARED DURING YEAR. | |
|---|---|---|---|---|---|---|---|
| | | | | June 30, 1889. | Average for year. | Rate. | Amount. |
| CAPITAL STOCK— | | | | | | | |
| Common | $ 100.00 | | $ 225,000.00 | Not on market. | | | |
| Total | | | $ 225,000.00 | | | | |

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | PARTICULARS AND EXPLANATIONS. |
|---|---|---|---|
| ISSUED FOR CASH— | | | |
| Common | 117 | | |
| ISSUED FOR CONSTRUCTION— | | | |
| Common | 508 | | |
| Issued for coal plant | 1,100 | | |
| Issued for dividends | 435 | | |
| Total | 2,250 | | |

| | | |
|---|---|---|
| Amount of stock per mile of road, 9.7 miles | $ | 23,195.88 |
| Amount of stock representing the road in Iowa | | All. |
| Amount of stock held in Iowa | | 66,406.00 |
| Total number of stockholders | | 7 |
| Number of stockholders in Iowa | | |



## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | | |
|---|---|---|
| Bills receivable | $ | 1,260.51 |
| Total | $ | 1,260.51 |

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | | |
|---|---|---|
| Balance—cash assets | $ | 1,260.51 |
| Total | $ | 1,260.51 |

## RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| | | To Railroads. | To other Properties. | Miles. | Amount. | |
| Capital stock | $ 225,000.00 | $ 115,000.00 | $ 110,000.00 | 9.7 | $ 11,855.67 | |
| Total | $ 225,000.00 | $ 115,000.00 | $ 110,000.00 | 9.7 | $ 11,855.67 | |

MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN INCOME ACCOUNT.

| NAME OF ROAD. | CAPITAL STOCK. | FUNDED DEBT. | CURRENT LIABILITIES. | TOTAL. | AMOUNT PER MILE OF ROAD. | |
|---|---|---|---|---|---|---|
| | | | | | Miles. | Amount. |
| | $ 115,000.00 | | | | 23.3 | $ 4,936.59 |
| Grand total | $ 115,000.00 | | | | 23.3 | $ 4,936.59 |



### COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888. | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| CONSTRUCTION— | | | | |
| Right of way | $ 6,005.00 | | | |
| Grading and bridge and culvert masonry | 19,500.00 | | | |
| Bridges and trestles | | | | |
| Rails | 28,500.00 | | | |
| Ties | | | | |
| Buildings, furniture and fixtures | 4,600.00 | | | |
| Engineering expenses | 650.00 | | | |
| Interest during construction | 500.00 | | | |
| Total construction | $ 59,815.00 | | $ 59,815.00 | $ 6,160.50 |
| EQUIPMENT— | | | | |
| Locomotives | 12,630.00 | | | |
| Combination cars | 1,150.00 | | | |
| Coal cars | 8,530.00 | | | |
| Total equipment | $ 22,310.00 | | $ 22,310.00 | $ 2,300.00 |
| Grand total construction and equipment | $ 82,125.00 | | $ 82,125.00 | $ 8,460.50 |

### INCOME ACCOUNT.

| | | |
|---|---|---|
| Gross earnings from operation | $ 22,898.25 | |
| Less operating expenses | 16,892.40 | |
| Income from operation | $ 6,005.85 | |
| Total income | | $ 6,005.85 |
| Deductions from income: | | |
| Rentals, including tracks, yards and terminals | 3,146.22 | |
| Taxes | 1,117.48 | |
| Total deductions from income | | $ 4,263.70 |
| Net income | | $ 1,742.15 |
| Surplus from operations of year ending June 30, 1889 | | $ 1,742.15 |
| Surplus on June 30, 1888 | | 1,269.51 |
| Surplus on June 30, 1889 | | $ 3,011.66 |

## EARNINGS FROM OPERATION.

| | | |
|---|---|---|
| PASSENGER: | | |
| Passenger revenue | $ 660.67 | |
| Total passenger revenue | | $ 660.67 |
| Mail | | 614.60 |
| Express | | 120.00 |
| Total passenger earnings | | $ 1,395.27 |
| FREIGHT: | | |
| Freight revenue | $ 10,034.53 | |
| Total freight revenue | | $ 10,034.53 |
| Total passenger and freight earnings | | $ 11,429.80 |
| OTHER EARNINGS FROM OPERATION: | | |
| Other sources—coal | | $ 11,476.45 |
| Total gross earnings from operation | | $ 22,906.25 |

## OPERATING EXPENSES, EARNINGS, ETC.

| | |
|---|---|
| Operating expenses per mile of road | $ 1,741.48 |
| Proportion of operating expenses and taxes for Iowa | All. |
| Percentage of expenses to earnings | 74 |
| Percentage of earnings to stock and debt | 10 |
| Percentage of earnings to cost of road and equipment | 27 |
| Surplus at the commencement of the year | 1,269.51 |
| Surplus at the close of the year | 3,011.66 |
| The amount of its own stock owned by the company | All. |



## OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | | | $ 2,979.93 |
| Renewals of rails | | | 2,393.98 |
| Renewals of ties | | | 866.70 |
| Repairs of bridges and culverts | | | 712.00 |
| Repairs of fences, road-crossings, signs, and cattle-guards | | | 24.15 |
| Total | | | $ 6,986.09 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | | | $ 1,313.90 |
| Repairs and renewals of freight cars | | | 83.89 |
| Total | | | $ 1,397.79 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of enginemen, firemen, and roundhousemen | | | $ 1,980.00 |
| Fuel for locomotives | | | 1,022.03 |
| Water-supply for locomotives | | | 67.58 |
| All other supplies for locomotives | | | 161.22 |
| Wages of other trainmen | | | 640.00 |
| All other train supplies | | | 25.13 |
| Wages of station agents, clerks and laborers | | | 1,500.00 |
| Station supplies | | | 107.50 |
| Other expenses—stock killed | | | 35.80 |
| Total | | | $ 6,267.02 |
| GENERAL EXPENSES— | | | |
| Salaries of officers | | | 2,000.00 |
| Salaries of clerks | | | 600.00 |
| General office expenses and supplies | | | 00.00 |
| Legal expenses | | | 130.00 |
| Stationery and printing | | | 130.00 |
| Total | | | $ 2,960.00 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | | | $ 6,986.09 |
| Maintenance of equipment | | | 1,397.79 |
| Conducting transportation | | | 6,267.02 |
| General expenses | | | 2,960.00 |
| Grand total | | | $ 16,802.40 |
| Operating expenses for Iowa, including taxes | | | $ 16,802.40 |
| Percentage of operating expenses to earnings | .74 | | |

## FENCING.

| | |
|---|---|
| Miles of fencing in Iowa | 2.5 |
| Average cost per mile | $ 190.00 |
| Miles of new fencing built during the year | .5 |
| Number of miles needed to complete fencing in Iowa | 7.2 |

### RENTS PAID FOR LEASE OF ROAD.

| NAME OF ROAD. | INTEREST ON BONDS GUARANTEED. | DIVIDENDS ON STOCK GUARANTEED. | CASH. | TOTAL. |
|---|---|---|---|---|
| W. C. & S. W. R'y Co | | | $ 3,146.22 | $ 3,146.22 |
| Total rentals | | | | $ 3,146.22 |

### GENERAL BALANCE SHEET.

#### DEBIT.

| | | |
|---|---|---|
| Cost of road | $ 59,815.00 | |
| Cost of equipment | $ 22,310.00 | |
| Coal plant and lands owned | 142,875.00 | |
| Cash and current assets | 1,269.51 | |
| Profit and loss | 1,742.15 | |
| Total | | $ 228,011.66 |

#### CREDIT.

| | | |
|---|---|---|
| Capital stock | $ 225,000.00 | |
| Profit and loss | 3,011.66 | |
| Total | | $ 228,011.66 |

### CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

#### RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| NET INCOME: | | |
| From operation | $ 6,005.85 | |
| Total | | $ 6,005.85 |
| DECREASE IN ASSETS— | | |
| Cash assets | $ 1,269.51 | |
| Total | | $ 1,269.51 |
| Grand total | | $ 7,275.36 |

#### RESOURCES ACCOUNTED FOR.

| | | |
|---|---|---|
| FIXED CHARGES: | | |
| Rentals | $ 3,146.22 | |
| Taxes | 1,117.48 | |
| Total | | $ 4,263.70 |
| INCREASE IN ASSETS: | | |
| Cash assets | $ 3,011.66 | |
| Total | | $ 3,011.66 |
| Grand total | | $ 7,275.36 |



### CONTRACTS, AGREEMENTS, ETC.

#### EXPRESS COMPANIES.

American Express Company at $10.00 per month.

#### MAILS.

The United States mail at $702.23 per year.

#### OTHER RAILROAD COMPANIES.

The Webster City & Southwestern Railway Company, three-fourths of one cent per ton per mile for 13.5 miles, and $400.00 additional.

### EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers | 1 | $ 2,000.00 | $ |
| General office clerks | 1 | 1,200.00 | 4.00 |
| Station agents | 2 | 1,560.00 | 2.50 |
| Enginemen | 1 | 960.00 | 3.20 |
| Firemen | 1 | 480.00 | 1.60 |
| Conductors | 1 | 540.00 | 1.80 |
| Other trainmen | 1 | 420.00 | 1.40 |
| Machinists | 1 | 540.00 | 1.80 |
| Section foremen | 2 | 360.00 | 1.00 |
| Other trackmen | 2 | 780.00 | 1.25 |
| All other employes and laborers | 1 | 600.00 | 2.00 |
| Total | 14 | $ 9,960.00 | $ 21.15 |
| DISTRIBUTION OF ABOVE: | | | |
| General administration | 1 | | |
| Maintenance of way and structures | 4 | | |
| Maintenance of equipment | 2 | | |
| Conducting transportation | 7 | | |
| Total | 14 | | |

## FREIGHT TRAFFIC MOVEMENT—IOWA.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road—whole tons. | Freight received from connecting lines and other carriers—whole tons. | TOTAL FREIGHT TONNAGE. | |
|---|---|---|---|---|
| | | | Whole tons. | Per cent. |
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | 965 | | 965 | .02 |
| Flour | | 70 | 70 | .0015 |
| Hay | 165 | | 165 | .0035 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | 20 | | 20 | .00002 |
| Hides and leather | 10 | | 10 | .00001 |
| PRODUCTS OF MINES— | | | | |
| Bituminous coal | 42,820 | | 42,820 | .9016 |
| PRODUCTS OF FOREST— | | | | |
| Lumber | 120 | 422 | 542 | .0114 |
| MANUFACTURES— | | | | |
| Petroleum and other oils | | 10 | 10 | .00002 |
| Naval stores, powder | | 14 | 14 | .00002 |
| Iron and steel rails | 11 | 22 | 33 | .00003 |
| Other castings and machinery | 20 | | 20 | .00002 |
| Cement, brick, lime and clay | 2,390 | 30 | 2,390 | .0503 |
| Household goods and furniture | 20 | 30 | 50 | .00105 |
| MERCHANDISE | 30 | 353 | 383 | .0081 |
| MISCELLANEOUS— | | | | |
| Other commodities not mentioned above, salt | | 30 | 30 | .0023 |
| Total tonnage | 46,511 | 981 | 47,492 | 100 |

## DESCRIPTION OF EQUIPMENT.

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|---|---|---|---|---|---|---|
| | | | Number. | Kind. | Number. | Kind. |
| LOCOMOTIVES— | | | | | | |
| Freight | | 2 | 2 | Hand | | |
| Total | | 2 | 2 | | | |
| CARS IN FREIGHT SERVICE: | | | | | | |
| Coal cars | | 10 | 10 | Hand | | |
| Other cars | | 2 | 2 | Hand | | |
| Total | | 12 | 12 | | | |
| CARS IN COMPANY'S SERVICE: | | | | | | |
| Caboose cars | | 1 | 1 | Hand | | |
| Total | | 13 | 13 | | | |
| Total owned | | 13 | 13 | | | |



## MILEAGE.

A. MILEAGE OF ROAD OPERATED.

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | Line operated under track-age rights. | Total mileage operated. | New line constructed during year. | RAILS. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Iron. | Steel. |
| Miles of single track | 9.7 | | 13.5 | | | | 23.2 | | | |
| Miles of yard track, sidings and spurs | .5 | | .5 | | | | 1.0 | | | |
| Total mileage operated (all tracks) | 10.2 | | 14.0 | | | | 24.2 | | | |

## RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|---|---|---|---|---|---|---|
| Kind. | Tons. | Weight per yard, lbs. | Average price per ton at distributing point. | Kind. | Number. | Average price at distributing point. |
| Steel | 31 | 50 | $ 39.50 | Oak | 2,217 | $ .40 |
| Total | 31 | 50 | $ 39.50 | Total | 2,217 | $ .40 |

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | Wood, cords—soft. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|
| Freight | 811 | 811 | | | |
| Total | 811 | 811 | | | |
| Average cost at distributing point | $ 2.00 | | | | |



## CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Ascending grades. | | | Descending grades. | | |
| FROM— | TO— | MILES. | Number curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | Length of level line—miles. | Number. | Sum of ascents—feet. | Aggregate length of ascending grades—miles. | Number. | Sum of descents—feet. | Aggregate length of descending grades—miles. |
| Judd | Lehigh | 9.7 | 8 | 3.7 | 6 | 5 | | | | | | |
| Total | | 9.7 | 8 | 3.7 | 6 | 5 | | | | | | |

## CHARACTERISTICS OF ROAD.

BRIDGES—

| | |
|---|---|
| Number wooden | 1 |
| Aggregate length, feet | 370 |

TRESTLES—

| | |
|---|---|
| Number | 14 |
| Aggregate length, feet | 650 |

GAUGE OF TRACK—

Four feet eight and one-half inches.

Section 4, Chapter 77 of the laws of the Seventeenth General Assembly, says that the Railroad Commissioners shall, on the first Monday of December, make a report to the said Governor, etc.

The tenth clause of the section says the report shall contain such statistics of the road and its transportion business for the year as may, in the judgment of the Commissioners, be necessary and proper for the information of the General Assembly, or AS MAY BE REQUIRED BY THE GOVERNOR.

Under the provisions of this clause, the Governor has submitted questions contained in the following letter, which you will please answer:

STATE OF IOWA.
EXECUTIVE OFFICE, DES MOINES, August 5, 1889.

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

GENTLEMEN—I must again request that you obtain and incorporate into your next annual report the following information as to every railroad company doing business in this State, viz.:

1. The names of all persons who were stockholders on the 30th day of June, 1889; their place of residence, and the amount of stock owned by each.

2. The salary paid to its general officers, as President, Vice-president, Secretary, Treasurer, Auditor, General Manager and Assistants, Traffic Manager, General Freight Agent, General Solicitor, and Division Superintendents.

3. The average daily wages paid to its employes, as station agents, conductors, brakemen, engineers, firemen, flagmen, section men, etc.

4. The names of its regular attorneys in this State, the salary and other compensation of each; also the names of all other attorneys in the State retained by the road during the past year, and the retaining fee, per diem, or other compensation or emolument whatsoever received by each.

5. The number and total mileage of so-called one and two thousand mile tickets issued to persons in this State for other than cash compensations; also, whether the cash value of all mileage tickets is included in its report of gross receipts.

This information is of importance to the State as well as of great interest to the public. More publicity in the management of corporation affairs is necessary. It is a wise law that compels national banks to post up at their places of business a list of their stockholders; and there is certainly no good reason why the State and the public should not know who the owners of the railroads are that avail themselves of the State's franchises, do business under its laws and rely upon it for protection.

It is also essential that the mileage tickets issued by the various companies to editors, to its attorneys and to its employes, in lieu of other compensation, be reported to the State. There is reason to believe that it is the practice of some companies not to include the value of such mileage in their reports of total earnings, upon which the classification of railroads for the purpose of regulating their tariff is based.

You will please direct the attention of the various companies to the provisions of section 5, chapter 77, laws of the Seventeenth General Assembly; and should any of them fail to furnish the information required, I shall thank you to promptly report to me the names of such delinquents.

Yours truly,

WM. LARRABEE.



## STOCKHOLDERS JUNE 30, 1889.

| NAMES. | AMOUNT OF STOCK. | RESIDENCE. |
|---|---|---|
| J. M. Funk | $ 33,200.00 | Webster City, Iowa. |
| W. C. Willson | 31,200.00 | Webster City, Iowa. |
| F. E. Willson | 2,000.00 | Webster City, Iowa. |
| T. H. Judd (estimated) | 23,200.00 | Milwaukee, Wisconsin. |
| George Burnham (estimated) | 65,900.00 | Milwaukee, Wisconsin. |
| Chas. T. Burnham | 10,000.00 | Milwaukee, Wisconsin. |
| J. Q. Burnham | 500.00 | Milwaukee, Wisconsin. |
| A. R. Hamilton | 42,400.00 | Milwaukee, Wisconsin. |
| Total | $ 225,000.00 | |

## SALARIES PAID.

| | |
|---|---|
| President, Vice-President, Secretary and Treasurer | Nothing. |
| General Manager | $ 2,000.00 |
| Assistant Manager | 1,200.00 |
| General Freight Agent | 780.00 |

This is all of the salaried officers.

STATE OF IOWA, } ss.
COUNTY OF WEBSTER, }

We, the undersigned, W. C. Willson, President, and Samuel McClure, Assistant Treasurer, of the Crooked Creek Railroad & Coal Company, on our oaths do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

(Signed) W. C. WILLSON,
*President.*
SAMUEL McCLURE,
*Assistant Treasurer.*

Subscribed and sworn to before me this 23d day of September, 1889, by W. C. Willson.
SAMUEL McCLURE,
[SEAL.] *Notary Public.*

Subscribed and sworn to before me this 26th day of September, 1889, by said Samuel McClure.
JAMES MARTIN,
*Notary Public in and for said County.*

# ANNUAL REPORT

OF THE

# CHICAGO, IOWA & DAKOTA RAILWAY COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

---

### HISTORY.

Name of common carrier making this report:
Chicago, Iowa & Dakota Railway Company.

Date of organization:
May 20, 1881.

Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:
General incorporation laws of the State of Iowa.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same:
Is not a consolidated company.

### ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| John Porter | Eldora, Iowa | 2d Wednesday in June, 1890. |
| W. S. Porter | Eldora, Iowa | 2d Wednesday in June, 1890. |
| J. H. Smith | Eldora, Iowa | 2d Wednesday in June, 1890. |
| J. D. Newcomber | Eldora, Iowa | 2d Wednesday in June, 1890. |
| M. Pritchard | Alden, Iowa | 2d Wednesday in June, 1890. |
| H. M. Brockway | Garner, Iowa | 2d Wednesday in June, 1890. |
| David Secor | Winnebago City, Minn | 2d Wednesday in June, 1890. |

Total number of stockholders at date of last election:
Twenty-one

Date of last meeting of stockholders for election of directors:
First Monday in June, 1889.

Give post-office address of general office:
Eldora, Iowa.

Give post-office address of operating office:
Eldora, Iowa.



### OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| President | John Porter | Eldora, Iowa. |
| Vice-president | David Secor | Winnebago City, Minn. |
| Secretary | A. H. Chase | Forest City, Iowa. |
| Treasurer | H. M. Brockway | Garner, Iowa. |
| Assistant Treasurer | W. S. Porter | Eldora, Iowa. |
| Auditor | W. S. Porter | Eldora, Iowa. |
| General Manager | John Porter | Eldora, Iowa. |
| General Ticket Agent | W. S. Porter | Eldora, Iowa. |

## PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| | FROM— | TO— | | |
| Chicago, Iowa & Dakota Railway | Eldora Junction | Alden | 26.5 | |
| Total mileage operated in Iowa | | | 26.5 | |

## CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. | | DIVIDENDS DECLARED DURING YEAR. | |
|---|---|---|---|---|---|---|---|
| | | | | June 30, 1889. | Average for year. | Rate. | Amount. |
| Common | $ 100.00 | | $ 167,400.00 | Not on the market. | | | $ |
| Preferred | 100.00 | | 77,800.00 | | | | |
| Total | | | $ 245,200.00 | | | | $ |

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | PARTICULARS AND EXPLANATIONS. |
|---|---|---|---|
| | | | Am unable to say how much has been issued for cash, if any. |

| | | |
|---|---|---|
| Amount of stock per mile of road | $ | 9,253.00 |
| Amount of stock representing road in Iowa | All. | |
| Amount of stock held in Iowa | Don't know. | |
| Total number of stockholders | | 21 |
| Number of stockholders in Iowa | Don't know. | |

## FUNDED DEBT.

### COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | INTEREST. | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Date of issue. | When due. | | | | | Rate. | When payable. | Amount accrued during year. | Amount paid during year. |
| Six per cent first mortgage gold bonds | Dec. 1, 1882 | 1952 | $ 1,200,000.00 | $ 397,000.00 | $ 397,000.00 | $ 397,000.00 | 6% | June and Dec. | $ 23,820.00 | $ |
| Total | | | $ 1,200,000.00 | $ 397,000.00 | $ 397,000.00 | $ 397,000.00 | | | $ 23,820.00 | $ |
| Amount of funded debt represented by road in Iowa; all as above | | | | | | | | | | |

### RECAPITULATION OF FUNDED DEBT.

| ACCOUNT. | Amount issued. | Amount outstanding. | INTEREST. | |
|---|---|---|---|---|
| | | | Amount accrued during year. | Amount paid during year. |
| Bonds | $ 397,000.00 | $ 397,000.00 | $ 23,820.00 | $ |
| Total | $ 397,000.00 | $ 397,000.00 | $ 23,820.00 | $ |



### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---|
| Cash | $ 1,151.57 |
| Bills receivable | 278.45 |
| Due from agents | 2,311.88 |
| Net traffic balances due from other companies | 1,117.30 |
| Balance—current liabilities | 23,090.65 |
| Total | $ 27,950.14 |

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | |
|---|---|
| Loans and bills payable | $ 476.02 |
| Wages and salaries | 2,078.47 |
| Net traffic balances due to other companies | 1,575.65 |
| Matured interest coupons unpaid (including coupons due July 1) | 23,820.00 |
| Total | $ 27,950.14 |

## RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. To Railroads. | APPORTIONMENT. To other Properties. | AMOUNT PER MILE OF ROAD. Miles. | AMOUNT PER MILE OF ROAD. Amount. | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| Capital stock | $ 335,300.00 | All | | 26.5 | | |
| Bonds | 307,000.00 | | | | | |
| Total | $ 642,300.00 | | | 26.5 | $24,264.00 | |



## PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. Included in operating expenses. | Not included in operating expenses. | Total expenditures. | Credits properly applicable thereto. | Differences to be added to property, etc. |
|---|---|---|---|---|---|
| EQUIPMENT— Freight cars | $ 1,000.00 | | | | |
| Total equipment | $ 1,000.00 | | | | |

## COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888. | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| EQUIPMENT— See page 390 | | | | |
| Total equipment | | | | |
| Grand total cost construction and equipment | $ 642,300.00 | $ 1,000.00 | $ 643,300.00 | $ 24,272.00 |

Grand total cost construction and equipment of road in Iowa.....All.

## INCOME ACCOUNT.

| | | |
|---|---|---|
| Gross earnings from operation | $ 40,283.48 | |
| Less operating expenses | 29,402.04 | |
| Income from operation | | $ 10,881.44 |
| Total income | | 10,881.44 |
| Deductions from income: | | |
| Interest on funded debt (accrued) | $ 23,930.00 | |
| Taxes | 1,494.37 | |
| Total deductions from income | | $ 25,314.37 |
| Deficit | | $ 14,432.93 |
| Surplus from operations of year ending June 30, 1889 | | $ 10,881.44 |
| * Deficit on June 30, 1889 ($23,930.00) | | $ 14,432.93 |

*The deficit is really the amount of interest accrued, $23,930.00, as the income from operation is included in cash on hand, and has not been paid out to apply on interest.

## EARNINGS FROM OPERATION.

| | | |
|---|---|---|
| PASSENGER— | | |
| Passenger revenue | $ 5,785.23 | |
| Total passenger revenue | | $ 5,785.23 |
| Mail | | 1,069.43 |
| Express | | 599.51 |
| Total passenger earnings | | $ 7,454.17 |
| FREIGHT— | | |
| Freight revenue | $ 32,402.47 | |
| Total freight revenue | | $ 32,402.47 |
| Total freight earnings | | $ 32,402.47 |
| Total passenger and freight earning | | $ 39,856.64 |
| OTHER EARNINGS FROM OPERATION— | | |
| Car mileage—balance | | $ 210.47 |
| Other sources, sale of stone | | 216.37 |
| Total other earnings | | $ 426.84 |
| Total gross earnings from operation | | $ 40,283.48 |
| Total gross earnings from operation in Iowa.....All | | |



## OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | $ 1,205.97 | $ 3,617.90 | $ 4,823.87 |
| Repairs of bridges and culverts | 1,053.13 | 3,009.40 | 4,062.53 |
| Repairs of fences, road-crossings, signs, and cattle-guards | 117.30 | 352.10 | 469.46 |
| Repairs of buildings | 322.44 | 967.32 | 1,289.76 |
| Total | $ 2,648.00 | $ 7,946.72 | $ 10,595.62 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | $ 113.24 | $ 339.71 | $ 452.95 |
| Repairs and renewals of passenger cars | 21.97 | 65.90 | 87.87 |
| Repairs and renewals of freight cars | 2.04 | 7.03 | 9.07 |
| Total | $ 137.25 | $ 411.74 | $ 548.99 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of enginemen, firemen, and roundhousemen | $ 538.54 | $ 1,615.61 | $ 2,154.15 |
| Fuel for locomotives | 875.38 | 2,626.16 | 3,501.54 |
| Water-supply for locomotives | 126.37 | 379.12 | 505.49 |
| All other supplies for locomotives | 87.99 | 262.99 | 350.55 |
| Wages of other trainmen | 329.89 | 989.68 | 1,319.57 |
| All other train supplies | .37 | 1.13 | 1.50 |
| Wages of station agents, clerks and laborers | 676.58 | 2,029.09 | 2,705.27 |
| Station supplies | 16.76 | 50.30 | 67.05 |
| Car mileage—balance | .93 | 2.81 | 3.74 |
| Loss and damage | 54.54 | 163.61 | 218.15 |
| Total | $ 2,707.02 | $ 8,121.10 | $ 10,828.12 |
| GENERAL EXPENSES— | | | |
| Salaries of officers | $ 700.00 | $ 2,399.08 | $ 3,199.97 |
| Salaries of clerks | 285.00 | 855.00 | 1,140.00 |
| Legal expenses | 43.76 | 131.37 | 175.03 |
| Stationery and printing | 141.63 | 124.89 | 566.52 |
| Other general expenses | 586.93 | 1,760.84 | 1,347.79 |
| Total | $ 1,857.33 | $ 5,571.98 | $ 7,429.31 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | $ 2,648.00 | $ 7,946.72 | $ 10,595.62 |
| Maintenance of equipment | 137.25 | 411.74 | 548.99 |
| Conducting transportation | 2,707.02 | 8,121.10 | 10,828.12 |
| General expenses | 1,857.33 | 5,571.98 | 7,429.31 |
| Grand total | $ 7,350.50 | $ 22,051.54 | $ 29,402.04 |
| Operating expenses in Iowa; all of the above | | | |
| Percentage of operating expenses to earnings | | | 73.23 |

## FENCING.

| | |
|---|---|
| On basis of two miles fence to one mile road: | |
| Miles of fencing in Iowa | 34.00 |
| Average cost per mile, per rod | $ .40 |
| Miles of new fencing built during the year | 4 |
| Number of miles needed to complete fencing in Iowa .....On one side. | |

## GENERAL BALANCE SHEET.

### DEBIT.

| | | |
|---|---|---|
| Cost of road | $ 643,200.00 | |
| Profit and loss | 22,000.00 | |
| Total | | $ 665,200.65 |

### CREDIT.

| | | |
|---|---|---|
| Capital stock | $ 245,200.00 | |
| Funded debt | 397,000.00 | |
| Current liabilities | 23,000.65 | |
| Total | | $ 665,200.65 |

## CONTRACTS, AGREEMENTS, ETC.

### EXPRESS COMPANIES.

The American Express Company pays the Chicago, Iowa & Dakota Railway Company a rate per hundred weight carried, and salary for messenger.

### MAILS.

The railway mail service pay $42.75 per mile for 26.42 miles, or $1,129.45 per year. The department makes its terms of service.



SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|---|---|---|---|---|---|---|---|
| | From— | To— | Miles. | | | | |
| Six per cent first mortgage bonds | Eldora Junction | Alden | 26.5 | $ 14,981.13 | | | |

## EMPLOYES AND SALARIES.

| CLASS. | Number. | Total monthly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers | 2 | $ 3,109.97 | $ ..... |
| General office clerks | 2 | 1,140.00 | 1.55 |
| Station agents | 6 | 2,706.27 | 1.50 |
| Enginemen | 1 | 1,194.15 | 3.79 |
| Firemen | 1 | 600.00 | 1.67 |
| Conductors | 1 | 600.00 | 1.67 |
| Other trainmen | 2 | 740.57 | 1.00 |
| Carpenters | 1 | 540.00 | 1.50 |
| Other shopmen | 1 | 360.00 | 1.00 |
| Section foremen | 2 | 1,080.00 | 1.50 |
| Other trackmen | 10 | 3,743.87 | 1.27 |
| Total | 29 | $ 15,883.83 | ..... |
| DISTRIBUTION OF ABOVE: | | | |
| General administration | ..... | $ 4,320.97 | ..... |
| Maintenance of way and structures | ..... | 5,723.87 | ..... |
| Conducting transportation | ..... | 5,819.99 | ..... |
| Total | ..... | $ 15,883.83 | ..... |



## PASSENGER, FREIGHT, AND TRAIN MILEAGE.

| | | | |
|---|---|---|---|
| PASSENGER TRAFFIC: | | | |
| Number of passengers carried earning revenue | 16,803 | | |
| Number of passengers carried one mile | 190,281 | | |
| Average distance carried, miles | 11.44 | | |
| Total passenger revenue | | $ | 5,785.23 |
| Average amount received from each passenger | | | .24.246 |
| Average receipts per passenger per mile | | | .2.003 |
| Passenger earnings per mile of road | | | 218.31 |
| Passenger earnings per train mile | | | .17.425 |
| FREIGHT TRAFFIC: | | | |
| Number of tons carried of freight earning revenue | 22,743 | | |
| Number of tons carried one mile | 302,507 | | |
| Average distance haul of one ton, miles | 13.30 | | |
| Total freight revenue | | $ | 32,402.47 |
| Average amount received for each ton of freight | | | 1.46.809 |
| Average receipts per ton per mile | | | .10.711 |
| Freight earnings per mile of road | | | 1,260.47 |
| Freight earnings per train mile | | | .97.597 |
| PASSENGER AND FREIGHT: | | | |
| Passenger and freight earnings | | $ | 38,187.70 |
| Passenger and freight earnings per mile of road | | | 1,441.04.528 |
| Expense per mile of road | | | 1,169.51.084 |
| Total earnings per mile of road, including mails, express, etc | | | 1,880.13.132 |
| Number of mixed trains | 1,332 | | |
| TRAIN MILEAGE: | | | |
| Miles run by mixed trains | 33,200 | | |
| Grand total train mileage | 33,200 | | |
| Mileage of loaded freight cars—north or east | 54,578 | | |
| Mileage of loaded freight cars—south or west | 43,682 | | |
| Mileage of empty freight cars—north or east | 18,224 | | |
| Mileage of empty freight cars—south or west | 29,120 | | |
| Average number of freight cars in train | 3 | | |
| Average number of loaded cars in train | 2 | | |
| Average number of empty cars in train | 1 | | |
| Average number of tons of freight in train | 12 | | |
| Average number of tons of freight in each loaded car | 6 | | |

Average number of tons in cars when shipped in car lots:
Sheep, 10,000; grain, actual weight, maybe 50,000.

Average number of tons in cars when shipped in less than car lots:
Can't tell.

What per cent does the local freight business of Iowa, bear to the total freight business of the entire line?
About twenty-two per cent.

What per cent does local freight business of Iowa bear to freight originating on your line in Iowa and passing outside the State?
About eleven per cent.

What per cent does local freight business of Iowa, bear to business originating outside the State and destined to points within the State?
About seventeen per cent.

What per cent of freight received at each station on your road is local and what per cent inter-State?
Probably about eighteen per cent.

## FREIGHT TRAFFIC MOVEMENT—IOWA.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | FREIGHT TONNAGE—IOWA. | | TOTAL FREIGHT TONNAGE—WHOLE LINE. | |
|---|---|---|---|---|
| | Tons. | Per cent. | Whole tons. | Per cent. |
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | 6,387 | .... | 6,587 | 28.68 |
| Flour | .... | 539 | 539 | 2.37 |
| Hay | 1,448 | .... | 1,448 | 6.36 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | 3,529 | .... | 3,529 | 15.52 |
| PRODUCTS OF MINES— | | | | |
| Bituminous coal | .... | 4,609 | 4,609 | 20.26 |
| Stone, sand, and other like articles | 887 | .... | 887 | 3.90 |
| PRODUCTS OF FOREST— | | | | |
| Lumber | .... | 2,385 | 2,385 | 10.49 |
| MANUFACTURES— | | | | |
| Petroleum and other oils | .... | 49 | 49 | .22 |
| Naval stores—salt | .... | 252 | 252 | 1.12 |
| Cement, brick and lime | .... | 176 | 176 | .77 |
| MERCHANDISE— | 814 | 1,668 | 2,482 | 10.91 |
| Total tonnage | 13,065 | 9,678 | 22,743 | 100 |

## DESCRIPTION OF EQUIPMENT

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|---|---|---|---|---|---|---|
| | | | Number. | Kind. | Number. | Kind. |
| LOCOMOTIVES— | | | | | | |
| Passenger | ..... | 2 | 2 | Hand brake | ..... | ..... |
| Freight | ..... | .... | .... | ..... | ..... | ..... |
| Total | ..... | 2 | 2 | ..... | ..... | ..... |
| CARS IN PASSENGER SERVICE— | | | | | | |
| Combination passenger cars | ..... | 1 | 1 | Hand brake | ..... | ..... |
| Total | ..... | 1 | 1 | ..... | ..... | ..... |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Box cars | ..... | 222 | 222 | Hand brake | ..... | ..... |
| Stock cars | 2 | 16 | 16 | Hand brake | ..... | ..... |
| Coal cars | ..... | 2 | 2 | Hand brake | ..... | ..... |
| Other cars | ..... | .... | .... | ..... | ..... | ..... |
| Total | 2 | 16 | 16 | ..... | ..... | ..... |
| Grand total | ..... | 19 | ..... | ..... | ..... | ..... |



## MILEAGE.

### A. MILEAGE OF ROAD OPERATED.

| ITEM. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | New line constructed during year. | Line operated under trackage rights. | Total mileage, excluding trackage rights. | New line constructed during year. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track | 26.50 | .... | .... | .... | .... | .... | .... | 26.50 | .... | .... | .... | 26.50 |
| Miles of yard track, sidings and spurs | 2.50 | .... | .... | .... | .... | .... | .... | 2.50 | .... | .... | .... | 2.50 |
| Total mileage operated (all tracks) | 29.00 | .... | .... | .... | .... | .... | .... | 29.00 | .... | .... | .... | 29.00 |

### B. MILEAGE OF LINE BY STATES AND TERRITORIES.

#### 1. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | New line constructed during year. | Line operated under trackage rights. | Total mileage, excluding trackage rights. | New line constructed during year. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Iowa | 26.50 | .... | .... | .... | .... | .... | .... | 26.50 | .... | .... | .... | 26.50 |
| Total mileage operated (single track) | 26.50 | .... | .... | .... | .... | .... | .... | 26.50 | .... | .... | .... | 26.50 |

MILEAGE—CONTINUED.

11. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | New line constructed during year. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Total mileage owned (single track) | 36.80 | | | | | | | | | |



CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | Wood, cords—soft. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|
| Passenger<br>Freight<br>Switching | 1,200 | 87 | 1,200 | 33,200 | 70 |
| Total | 1,200 | 87 | 1,200 | 33,200 | 70 |
| Average cost at distributing point | $ 2.50 | $ 4.00 | | | |

CHARACTERISTICS OF ROAD

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | PROFILE. | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Ascending grades. | | | Descending grades. | | | | | |
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | Length of level line—miles. | Number. | Sum of ascents—feet. | Aggregate length of ascending grades—miles. | Number. | Sum of descents—feet. | Aggregate length of descending grades—miles. |
| Eldora Junction | Aldon | | | | | | | | | | | |
| Total | | | | | | | | | | | | |

The maximum grade of this line is one foot to the 100 feet. Maximum curvature on main line, six degree curves. Are unable to answer in detail.



## CHARACTERISTICS OF ROAD.

BRIDGES—
Number wooden ..... 2
Number combination ..... 40

TRESTLES—
Number ..... 41
Aggregate length, feet ..... 1,031

GAUGE OF TRACK—
Four feet eight and one half inches.

TELEGRAPH—
Operated by Western Telegraph Company, 26.5 miles of wire. (Also used by the Chicago, Iowa & Dakota Railway Company for railway business.)

## QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic:

Northwestern Railway Freight Association.

Section 4, chapter 77, of the laws of the Seventeenth General Assembly, says that the said Railroad Commissioners shall, on the first Monday of December, make a report to the Governor, etc.

The tenth clause of the section says the report shall contain such statistics of the road and its transportation business for the year as may, in the judgment of the Commissioners, be necessary and proper for the information of the General Assembly, OR AS MAY BE REQUIRED BY THE GOVERNOR.

Under the provisions of this clause, the Governor has submitted questions contained in the following letter, which you will please answer:

STATE OF IOWA,
EXECUTIVE OFFICE, DES MOINES, August 5, 1889.

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

GENTLEMEN—I must again request that you obtain and incorporate into your next annual report the following information as to every railroad company doing business in this State, viz.:

1. The names of all persons who were stockholders on the 30th day of June, 1889; their place of residence, and the amount of stock owned by each.

2. The salary paid to its general officers, as President, Vice-president, Secretary, Treasurer, Auditor, General Manager and Assistants, Traffic Manager, General Freight Agent, General Solicitor, and Division Superintendents.

3. The average daily wages paid to its employes, as station agents, conductors, brakemen, engineers, firemen, flagmen, section men, etc.

4. The names of its regular attorneys in this State, the salary and other compensation of each; also the names of all other attorneys in the State retained by the road during the past year, and the retaining fee, per diem, or other compensation or emolument whatsoever received by each.

5. The number and total mileage of so-called one and two thousand mile tickets issued to persons in this State for other than cash compensations; also, whether the cash value of all mileage tickets is included in its report of gross receipts.

This information is of importance to the State as well as of great interest to the public. More publicity in the management of corporation affairs is necessary. It is a wise law that compels national banks to post up at their places of business a list of their stockholders; and there is certainly no good reason why the State and the public should not know who the owners of the railroads are that avail themselves of the State's franchises, do business under its laws and rely upon it for protection.

It is also essential that the mileage tickets issued by the various companies to editors, to its attorneys and to its employes, in lieu of other compensation, be reported to the State. There is reason to believe that it is the practice of some companies not to include the value of such mileage in their reports of total earnings, upon which the classification of railroads for the purpose of regulating their tariff is based.

You will please direct the attention of the various companies to the provisions of section 5, chapter 77, laws of the Seventeenth General Assembly; and should any of them fail to furnish the information required, I shall thank you to promptly report to me the names of such delinquents.

Yours truly,

WM. LARRABEE.

STATE OF IOWA, } ss.
COUNTY OF HARDIN. }

We, the undersigned, John Porter, President, and W. S. Porter, Auditor and Assistant Treasurer, of the Chicago, Iowa & Dakota Railway Company, on our oaths do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

(Signed) JOHN PORTER,
*President.*
W. S. PORTER,
*Assistant Treasurer.*

Subscribed and sworn to before me this 1st day of November, 1889.

W. J. MOIR,
[SEAL.] *Notary Public in and for Hardin county, Iowa.*

NOTE.—On the 5th day of April, 1882, a written contract was entered into between the Chicago, Iowa & Dakota Railway Company and the Iowa Railway Construction Company, for the building and equipping of the line of road from Eldora Junction to Forest City, about 84 miles in length, and for which the Construction Company was to receive from the Railway Company its first mortgage bonds, at the rate of $15,000 per mile, and stock in like amount.

Under this agreement the present line, about 26½ miles in length, was built, and the bonds and stock issued therefor substantially as per the terms of this contract.

Subsequent unfavorable legislation and other kindred causes led to a suspension of the work.

Liens and other obligations contracted by the Construction Company were unpaid, which had to be met by the Railway Company. No settlement, however, was ever made, and under these circumstances it is quite impossible to fully answer many of the foregoing questions; and those attempted to be answered should be regarded in the light of this explanation.

# ANNUAL REPORT

OF THE

# CHICAGO & NORTHWESTERN RAILWAY COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

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## HISTORY.

Name of common carrier making this report:
Chicago & Northwestern Railway Company.

Date of organization:
June 7, 1859.

Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof.
Organized under act of Illinois legislature, approved February 19, 1859, and act of Wisconsin legislature, approved March 14, 1859. Certificate made June 6, 1859.

If a consolidated company, name the constituent companies? Give reference to charters of each, and all amendments of same.

OTHER COMPANIES HAVE BEEN CONSOLIDATED WITH THE CHICAGO & NORTHWESTERN RAILWAY COMPANY, AS FOLLOWS:

| NAME OF COMPANY. | CHARTER OR ORGANIZATION UNDER GENERAL LAWS. |
|---|---|
| Dixon, Rockford & Kenosha Railway Company, Illinois and Wisconsin | Organized January 16, 1864. |
| Galena & Chicago Union Railroad Company, Illinois | Chartered by act of Illinois, January 16, 1836; amended by act of Illinois, March 4, 1847; amended by act of Illinois, February 24, 1847; amended by act of Illinois, February 11, 1853; amended by act of Illinois, February 25, 1854; amended by act of Illinois, February 15, 1859. |
| Peninsula Railroad Company, Michigan | Organized February 8, 1862. |
| Beloit & Madison Railroad Company, Wisconsin | Chartered by act of Wisconsin, Feruary 18, 1852. |
| Baraboo Air Line Railroad Company, Wisconsin | Chartered by act of Wisconsin, March 8, 1870; amended by act of Wisconsin, Jan. 31, 1871. |
| La Crosse, Trempealeau & Prescott Railroad Company, Wisconsin | Chartered by act of Wisconsin, March 6, 1857; amended by act of Wisconsin, April 4, 1864. |
| Menominee River Railroad Company, Michigan | Organized February 9, 1875. |
| Escanaba & Lake Superior Railway Company, Michigan | Organized November 20, 1880. |
| Elgin & State Line Railroad Company, Illinois | Chartered by act of Illinois, February 13, 1850. |
| Chicago, Milwaukee & Northwestern Railway Company, Illinois and Wisconsin | Organized March 19, 1881. |

DATE AND AUTHORITY FOR EACH CONSOLIDATION.

| DATE OF CONSOLIDATION. | COMPANIES ACQUIRED BY CONSOLIDATION. | AUTHORITY FOR CONSOLIDATION. |
|---|---|---|
| Jan. 19, 1864 | Dixon, Rockford & Kenosha Railroad Company | General railroad law. |
| June 12, 1864 | Galena & Chicago Union Railroad | Authority conferred by charter. |
| Oct. 21, 1864 | Peninsula Railroad Company | General railroad law. |
| Jan. 10, 1871 | Beloit & Madison Railroad Company | Authority conferred by charter. |
| March 10, 1871 | Baraboo Air Line Railroad Company | Authority conferred by charter. |
| Jan. 6, 1877 | La Crosse, Trempealeau & Prescott Railroad Company | Authority conferred by charter. |
| July 1, 1882 | Menominee River Railroad Company | General railroad law. |
| July 1, 1882 | Escanaba & Lake Superior Railway Company | General railroad law. |
| June 7, 1883 | Elgin & State Line Railroad Company | Authority conferred by charter. |
| June 7, 1883 | Chicago, Milwaukee & Northwestern Railway Company | General railroad law. |



THE PROPERTY AND FRANCHISES OF OTHER COMPANIES HAVE BEEN ACQUIRED BY THE CHICAGO & NORTHWESTERN RAILWAY COMPANY BY PURCHASES, AS FOLLOWS:

| DATE OF ORGANIZATION. | COMPANIES. | DATE OF PURCHASE. | AUTHORITY FOR PURCHASE. |
|---|---|---|---|
| April 4, 1882 | Galesville & Mississippi River Railroad Company, Wisconsin | March 16, 1883 | General railroad law. |
| March 18, 1880 | Rock River Railroad Company, Wisconsin | March 16, 1883 | General railroad law. |
| Jan. 26, 1856 | Chicago, Iowa & Nebraska Railroad, Iowa | July 1, 1884 | General railroad law. |
| June 14, 1859 | Cedar Rapids & Missouri River Railroad, Iowa | July 2, 1884 | General railroad law. |
| June 10, 1870 | Maple River Railroad, Iowa | July 3, 1884 | General railroad law. |
| July 31, 1872 | Stanwood & Tipton, Iowa | Oct. 24, 1884 | General railroad law. |
| March 2, 1870 | Iowa Midland Railway Company, Iowa | Oct. 24, 1884 | General railroad law |
| July 2, 1883 | Ottumwa, Cedar Falls & St. Paul Railway Company, Iowa | Oct. 24, 1884 | General railroad law. |
| June 18, 1880 | Iowa Southwestern Railway Company, Iowa | Oct. 24, 1884 | General railroad law. |
| Aug. 4, 1870 | Des Moines & Minneapolis Railroad Company, Iowa | Oct. 24, 1884 | General railroad law. |
| April 9, 1886 | Maple Valley Railway Company, Iowa | May 4, 1887 | General railroad law. |
| April 15, 1886 | Janesville & Evansville Railway Company, Wisconsin | May 6, 1887 | General railroad law. |
| Jan. 13, 1887 | Sioux Valley Railway Company, Iowa | Nov. 2, 1887 | General railroad law. |
| Aug. 18, 1873 | Iowa Railway, Coal and Manufacturing Company, Iowa | Nov. 2, 1887 | General railroad law. |
| Oct. 30, 1886 | Linn County Railway Company, Iowa | Nov. 2, 1887 | General railroad law. |
| June 29, 1858 | Sycamore Cortland Railroad Company, Illinois | June 7, 1888 | Act of Illinois, June 30, 1885. |
| Feb. 15, 1884 | Northern Illinois Railway Company, Illinois | June 7, 1888 | Act of Illinois, June 30, 1885. |
| Oct. 8, 1886 | Iron River Railway Company, Michigan | June 10, 1889 | General railroad law. |
| Aug. 13, 1887 | Iron Range Railway Company, Michigan | June 10, 1889 | General railroad law. |
| Aug. 8, 1887 | Lake Geneva & St. Louis Railway Company, Wisconsin | June 10, 1889 | General railroad law. |

If a re-organized company, give name of original corporation, and refer to laws under which it was organized?
Not a re-organized company.

What carrier operates the road of this company?
Not a leased road.

## ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| W. K. Vanderbilt | New York | June, 1890 |
| Percy R. Pyne | New York | June, 1890 |
| H. McK. Twombly | New York | June, 1890 |
| F. W. Vanderbilt | New York | June, 1890 |
| William L. Scott | Erie, Pa. | June, 1890 |
| John I. Blair | Blairstown, N. J. | June, 1891 |
| Albert Keep | Chicago, Ill. | June, 1891 |
| A. G. Dulman | New York | June, 1891 |
| M. L. Sykes | New York | June, 1891 |
| Chauncey M. Depew | New York | June, 1891 |
| Samuel F. Barger | New York | June, 1891 |
| David P. Kimball | Boston, Mass | June, 1892 |
| Marvin Hughitt | Chicago, Ill. | June, 1892 |
| N. K. Fairbank | Clinton, Iowa | June, 1892 |
| Horace Williams | New York, N. Y. | June, 1892 |
| John M. Burke | Boston, Mass. | June, 1892 |

Total number of stockholders at date of last election:
3,395.

Date of last meeting of stockholders for election of directors:
June 6, 1889.

Give post-office address of general office:
Chicago and New York.

Give post-office address of operating office:
Chicago.

## OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| Chairman of the Board | Albert Keep | Chicago, Ill. |
| President | Marvin Hughitt | Chicago, Ill. |
| Vice-President | Martin L. Sykes | New York. |
| Secretary | Martin L. Sykes | New York. |
| Treasurer | Martin L. Sykes | New York. |
| Assistant Treasurers | S. O. Howe<br>J. B. Redfield | New York.<br>Chicago, Ill. |
| Chief Engineer | John E. Blunt | Chicago, Ill. |
| General Counsel | William C. Goudy | Chicago, Ill. |
| General Attorney | William B. Keep | Chicago, Ill. |
| Comptroller | Mashall M. Kirkman | Chicago, Ill. |
| Auditor | Joseph B. Redfield | Chicago, Ill. |
| General Manager | John M. Whitman | Chicago, Ill. |
| Traffic Manager | Henry C. Wicker | Chicago, Ill. |
| General Freight Agent | Hiram R. McCollough | Chicago, Ill. |
| General Passenger Agent | Edward P. Wilson | Chicago, Ill. |
| General Ticket Agent | William A. Thrall | Chicago, Ill. |
| General Superintendent | Sherburne Sanborn | Chicago, Ill. |
| Division Superintendent | Edward J. Cuyler | Chicago, Ill. |
| Division Superintendent | Charles Murray | Chicago, Ill. |
| Division Superintendent | George F. Bidwell | Baraboo, Wis. |
| Division Superintendent | William B. Linsley | Escanaba, Mich. |
| Division Superintendent | William P. Cosgrave | Winona, Minn. |
| Division Superintendent | James S. Oliver | Huron, South Dakota. |
| Superintendent for Iowa | Marcellus Hopkins | Boone, Iowa. |
| Division Superintendent for Iowa | Hugh M. Hughes | Eagle Grove, Iowa. |
| Superintendent of Telegraph | George H. Thayer | Chicago, Ill. |
| General Baggage Agent | Nathaniel A. Phillips | Chicago, Ill. |
| Land Commissioner | Charles E. Simmons | Chicago, Ill. |



PROPERTY OPERATED.

| NAME. | TERMINALS. FROM— | TERMINALS. TO— | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| Chicago & Northwestern Railway | Chicago | Republic, Mich., via Milwaukee | 416.77 | |
| | Chicago | Fond du Lac, Wis., via Janesville | 176.70 | |
| | Chicago | C. P. Transfer, opp. Omaha | 491.00 | |
| | Chicago | Freeport, Ill | 121.10 | |
| | Harvard, Ill | Winona, Minn., via Caledonia | 225.00 | |
| | Janesville, Wis | Evansville, Wis | 15.08 | |
| Total main line owned | | | | 1,465.15 |
| Chicago & Northwestern Railway | Appleton, Wis | Water Power, Appleton | 3.62 | |
| | Kenosha, Wis | Harvard, Ill | 44.30 | |
| | Caledonia, Ill | Rockford, Ill | 12.00 | |
| | Sheboygan, Wis | Princeton, Wis | 78.40 | |
| | West 40th St., Chicago | Montrose, Ill | 5.33 | |
| | Chicago | Wauwatosa Jct., Wis | 87.44 | |
| | St. Charles, Ill | Aurora, Ill | 11.80 | |
| | Overland, Ill | Sycamore, Ill | 4.64 | |
| | Caledonia, Ill | Spring Valley, Ill | 84.78 | |
| | Chi. South Branch Tracks | Junction to River | 3.50 | |
| | Des Moines, Iowa | Valley Junction, Iowa | 7.00 | |
| | Des Moines, Iowa | June. near Jewell June., Iowa | 97.74 | |
| | Stanwood, Iowa | Tipton, Iowa | 8.30 | |
| | Belle Plaine, Iowa | Coal mines, Muchachinock | 64.00 | |
| | Carroll, Iowa | Kirkman, Iowa | 12.81 | |
| | Jefferson, Iowa | Junction, Iowa | 17.83 | |
| | Cut-off around and south of Cedar Rapids, Iowa | | 5.96 | |
| | Boone, Iowa | Coal banks, west of Boone | 3.35 | |
| | Maple River June., Iowa | Omaha, Iowa | 99.95 | |
| | Wall Lake, Iowa | Moville, Iowa | 10.10 | |
| | Arcadia, Wis | Merrillan, Wis | 39.00 | |
| | Winona June., Wis | La Crosse, Wis | 5.06 | |
| | Trempealeau, Wis | Galesville, Wis | 6.71 | |
| | Milwaukee, Wis | Hartford, Wis | 101.98 | |
| | Ripon, Wis | Plainfield, Wis | 7.14 | |
| | Ipswich, Wis | Pinckneyville, Wis | 6.04 | |
| | Lancaster June., Wis | Lancaster, Wis | 13.04 | |
| | Cloverly, Mich | Michigamme, Mich | 10.44 | |
| | Wabedo, Mich | Champion, Mich | 1.25 | |
| | Powers, Mich | Watersmeet, Mich | 104.30 | |

PROPERTY OPERATED—CONTINUED.

| NAME. | TERMINALS. FROM— | TERMINALS. TO— | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| Chicago & Northwestern Railway | Stager, Mich | Crystal Falls, Mich | 9.10 | |
| | Narenta, Mich | Metropolitan, Mich | 34.80 | |
| | Branches and extensions | Mines in Mich | 86.84 | |
| Total branch lines owned | | | | 1,923.57 |
| Winona & St. Peter Railroad | Winona, Minn | Dak. Ter. line, near Elkton | 275.30 | |
| | Tracy, Minn | Watertown, D. T | 94.08 | |
| | Plainview June., Minn | Plainview, Minn | 15.01 | |
| | Chatfield June., Minn | Chatfield, Minn | 11.40 | |
| | Rochester, Minn | Zumbrota, Minn | 24.48 | |
| | Mankato June., Minn | Mankato, Minn | 3.75 | |
| | Sleepy Eye, Minn | Redwood Falls, Minn | 24.40 | |
| Dakota Central Railway | Dak. Ter. line near Elkton | Pierre, D. T | 339.11 | |
| | James Valley June., D. T | Oakes, D. T | 141.10 | |
| | Watertown June. D. T | Watertown, D. T | 4.85 | |
| | Watertown, D. T | Gettysburg, D. T | 146.25 | |
| | Doland, D. T | Groton, D. T | 38.84 | |
| | Iroquois, D. T | Iowa State line, near Hawarden | 125.49 | |
| | Centerville, D. T | Yankton, D. T | 28.40 | |
| Toledo & Northwestern Railway | Tama, Iowa | Iowa State line, near Hawarden | 245.50 | |
| | Eagle Grove, Iowa | Elmore, Minn | 66.50 | |
| | June. near Jewell June | Jewell June., Iowa | 1.75 | |
| | Jewell June., Iowa | Wall Lake June., Iowa | 75.68 | |
| Princeton & Western Railway | Necedah June., Wis | Necedah, Wis | 16.06 | |
| Total proprietary Co.'s (all whose stock is owned by C. & N. W. R'y Co.) | | | | 1,573.66 |
| Mil. Lake Shore & West. R'y Co | In the City of Watersmeet, Mich | | .47 | |
| Green Bay, Win. & St. P. R'y Co | Grand Crossing, Wis | La Crosse, Wis | 4.07 | |
| Total lines operated under trackage rights | | | | 4.54 |
| Total mileage operated | | | | 4,354.92 |
| Total mileage operated in Iowa | | | | 1,165.12 |

NAME OF ALL COAL, BRIDGE, CANAL OR OTHER PROPERTIES, THE PROFIT OR LOSS ONLY FROM WHICH IS INCLUDED IN THE GENERAL BALANCE SHEET.

| NAME. | CHARACTER OF BUSINESS. | TITLE (LEASED, OWNED, ETC.) | STATE OR TERRITORY. |
|---|---|---|---|
| Western Town Lot Co | Establishing towns and selling town lots | Owned | Iowa, Minn. & Dakota. |
| Pioneer Town Site Co | | Owned | Nebraska & Dakota. |
| Minnesota Land Grant | Selling lands | Owned | Minnesota. |
| Wisconsin Land Grant | | Owned | Wisconsin. |
| Michigan Land Grant | | Owned | Michigan. |
| Consolidation Coal Co | Mining coal | Owned | Iowa. |

## CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. June 30, 1892. | MARKET PRICE OF SHARES. Average for the year. | DIVIDENDS DURING YEAR. Rate. | DIVIDENDS DURING YEAR. Amount |
|---|---|---|---|---|---|---|---|
| CAPITAL STOCK— | | | | | | | |
| Scrip, Chicago & Northwestern Railway Company, common (including $10,907,520.66, owned by company) | $ 100.00 | No fixed amount. | $ 41,374,865.97 | Highest, 114 Lowest, 111⅝ | $ 109.44 | * .06 | $ 1,881,894.00 |
| Scrip, Chicago & Northwestern Railway Company, preferred (including $2,284.56, owned by company) | 100.00 | No fixed amount. | 22,325,454.56 | Highest, 143¾ Lowest, 141⅝ | 141.19 | * .07 | 1,562,610.00 |
| Stock of proprietary companies whose operations, etc., are embraced in this report—common | 100.00 | No fixed amount. | 11,115,000.00 | No market value. | | | |
| Total | | | $ 74,815,320.53 | | | | $ 3,444,504.00 |

*Average price of stock during the year, is arrived at by taking the highest and lowest price of the stock in New York, for each month, and averaging the same.



| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | PARTICULARS AND EXPLANATIONS. |
|---|---|---|---|
| ISSUED FOR CASH— | | | |
| Preferred (1865 and 1869) | 36,400 | $ 2,911,466.14 | |
| Issued by proprietary companies for account of construction, common | 111,150 | | |
| ISSUED FOR PROPERTIES ACQUIRED— | | | |
| Common | 395,276 | | |
| Preferred | 110,866 | | |
| ISSUED FOR RETIRING BONDS— | | | |
| Common | 5,240 | | |
| Preferred | 51,870 | | |
| ISSUED IN 1867 AND 1868— (For dividends, in lieu of income used for construction): | | | |
| Common | 13,232 | | |
| Preferred | 24,081 | | |
| Total | 748,115 | $ | |

| | | |
|---|---|---|
| Amount of stock per mile of road | | $ 17,602.03 |
| Amount of stock representing the road in Iowa (proportional) | | 20,473,274.29 |
| Amount of stock held in Iowa | | 402,300.00 |
| Total number of stockholders | 3,395 | |
| Number of stockholders in Iowa | 20 | |

## FUNDED DEBT.

### COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. Date of issue. | TIME. When due. | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on account thereof. | INTEREST. Rate. | INTEREST. When payable. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|---|---|---|---|---|---|
| C. R. & M. R. R. R., First Division first mortgage | Aug. 1, 1861 | 1901 | $ 700,000.00 | $ 700,000.00 | $ 700,000.00 | | .07 | Feb. 1, Aug. 1 | $ 49,000.00 | $ 48,702.50 |
| C., I. & N. R. R., first mortgage | Aug. 15, 1862 | 1862 | 129,000.00 | 129,000.00 | 129,000.00 | | .07 | Feb. 15, Au. 15 | 9,030.00 | 8,767.50 |
| C. R. & M. R. R. R., Second Division, first mortgage | Aug. 1, 1863 | 1894 | 640,000.00 | 582,000.00 | 582,000.00 | | .07 | Feb. 1, Aug. 1 | 40,740.00 | 40,250.00 |
| Maple River R. R., first mortgage | July 1, 1877 | 1897 | 520,000.00 | 488,000.00 | 402,500.00 | * | .07 | Jan. 1, July 1 | 28,175.00 | 28,262.50 |
| Chi. & Mil. R'y, first mortgage | July 1, 1863 | 1898 | 1,700,000.00 | 1,700,000.00 | 1,700,000.00 | | .07 | Jan. 1, July 1 | 119,000.00 | 118,700.00 |
| Peninsula R. R., first mortgage | July 1, 1867 | 1898 | 1,200,000.00 | 1,200,000.00 | 152,000.00 | | .07 | Mch. 1, Sept. 1 | 10,640.00 | 10,745.00 |
| Iowa Midland R'y, first mortgage | Aug. 1, 1870 | 1900 | 1,350,000.00 | 1,350,000.00 | 1,350,000.00 | | .08 | April 1, Oct. 1 | 108,000.00 | 107,680.00 |
| Esc. & Lake Sup. R'y, first mortgage | July 1, 1881 | 1901 | 720,000.00 | 720,000.00 | 720,000.00 | | .06 | Jan. 1, July 1 | 43,200.00 | 43,200.00 |
| C. & N. W. R'y, general consolidation, gold | Nov. 30, 1872 | 1902 | 48,000,000.00 | 13,651,000.00 | 12,336,000.00 | $ 12,317,979.13 | .07 | June 1, Dec. 1 | 863,479.17 | 872,725.00 |
| Mil. & Mad. R'y, first mortgage | Sept. 1, 1880 | 1905 | 1,600,000.00 | 1,600,000.00 | 1,600,000.00 | | .06 | Mch. 1, Sept. 1 | 96,000.00 | 96,030.00 |
| Chi. & Tom. R. R., first mortgage | Sept. 1, 1880 | 1905 | 1,528,000.00 | 1,528,000.00 | 1,528,000.00 | | .06 | May 1, Nov. 1 | 91,680.00 | 91,020.00 |
| C., M. & N. W. R'y, construction | May 1, 1882 | 1905 | 750,000.00 | 750,000.00 | 750,000.00 | | .06 | May 1, Nov. 1 | 45,000.00 | 45,000.00 |
| Menominee R. R. R., first mortgage | July 1, 1876 | 1906 | 400,000.00 | 400,000.00 | 400,000.00 | † | .07 | Jan. 1, July 1 | 28,000.00 | 27,650.00 |
| Menominee R. R. R., extension, first mortgage | Jan. 1, 1880 | 1906 | 160,000.00 | 160,000.00 | 160,000.00 | | .07 | Jan. 1, July 1 | 11,200.00 | 11,235.00 |
| D. M. & M. R. R., first mortgage | Feb. 1, 1882 | 1907 | 600,000.00 | 600,000.00 | 600,000.00 | | .07 | Feb. 1, Aug. 1 | 42,000.00 | 42,700.00 |
| Dakota Central R'y, first mortgage (W. & St. P. construction) | May 1, 1882 | 1907 | 1,065,000.00 | 1,065,000.00 | 1,065,000.00 | 1,071,390.00 | .06 | Mch. 1, Sept. 1 | 63,900.00 | 63,900.00 |
| W. & St. P. R. R., second (now first) mortgage | Nov. 1, 1867 | 1907 | 1,800,000.00 | 1,650,000.00 | 1,592,000.00 | 1,460,290.00 | .07 | May 1, Nov. 1 | 111,440.00 | 107,870.00 |
| Dakota Central Railway, first mortgage (Southeastern Division) | Nov. 1, 1882 | 1907 | 2,000,000.00 | 2,000,000.00 | 2,000,000.00 | 2,012,000.00 | .06 | May 1, Nov. 1 | 120,000.00 | 120,000.00 |
| R. & No. Minn. R'y, first mortgage | Sept. 1, 1878 | 1908 | 200,000.00 | 200,000.00 | 200,000.00 | ‡ | .07 | Mch. 1, Sept. 1 | 14,000.00 | 14,000.00 |
| Plainview R. R., first mortgage | Sept. 1, 1878 | 1908 | 100,000.00 | 100,000.00 | 100,000.00 | ‡ | .07 | Mch. 1, Sept. 1 | 7,000.00 | 7,000.00 |
| Minnesota Valley R'y, first mortgage | Oct. 1, 1878 | 1908 | 150,000.00 | 150,000.00 | 150,000.00 | ‡ | .07 | April 1, Oct. 1 | 10,500.00 | 10,500.00 |
| O., C. F. & St. P. R'y, first mortgage | March 1, 1884 | 1909 | 1,600,000.00 | 1,600,000.00 | 1,600,000.00 | ‡ | .05 | Mch. 1, Sept. 1 | 80,000.00 | 80,000.00 |
| C. R. & M. R., mortgage of 1884 | June 1, 1884 | 1909 | 709,000.00 | 709,000.05 | 709,000.00 | ‡ | .07 | June 1, Dec. 1 | 53,850.00 | 53,375.00 |
| C. & N. W. R'y, debentures of 1909 | July 1, 1884 | 1909 | 6,000,000.00 | 4,000,000.00 | 4,000,000.00 | 3,807,350.83 | .05 | May 1, Nov. 1 | 200,000.00 | 195,800.00 |
| North Illinois R'y, first mortgage | April 1, 1880 | 1910 | 1,500,000.00 | 1,500,000.00 | 1,500,000.00 | ¶ | .05 | Mch. 1, Sept. 1 | 75,000.00 | 74,375.00 |
| Madison Extension, first mortgage, sinking fund | April 1, 1871 | 1911 | 3,150,000.00 | 3,150,000.00 | 3,150,000.00 | 2,788,429.92 | .07 | April 1, Oct. 1 | 220,500.00 | 219,975.00 |
| Menominee Extension, first mortgage, sinking fund | June 1, 1871 | 1911 | 2,700,000.00 | 2,700,000.00 | 2,697,000.00 | ‖ | .07 | June 1, Dec. 1 | 188,772.50 | 183,382.50 |
| C. & N. W. R'y, consolidated sinking fund currency | June 16, 1865 | 1915 | 12,000,000.00 | 12,747,000.00 | 12,747,000.00 | ** | .07 | Feb. 1, May 1 Aug. 1, Nov. 1 | 892,220.00 | 882,017.50 |
| C. R. & M. R. R., Third Division, first mortgage | May 1, 1866 | 1916 | 2,500,000.00 | 2,332,000.00 | 2,332,000.00 | †† | .07 | May 1, Nov. 1 | 163,240.00 | 162,102.50 |
| W. & St. P. R. R. Extension, Western Division, first mortgage | Dec. 1, 1871 | 1916 | 4,375,000.00 | 4,375,000.00 | 4,241,000.00 | 3,937,500.00 | .07 | June 1, Dec. 1 | 296,800.00 | 291,634.60 |
| Northwest Union R'y, first mortgage | June 1, 1872 | 1917 | 3,500,000.00 | 3,500,000.00 | 3,500,000.00 | ‡‡ | .07 | Mch. 1, Sept. 1 | 245,000.00 | 244,422.50 |
| C. & N. W. R'y, Extension of 1886 | April 15, 1886 | 1926 | 20,000,000.00 | 15,912,000.00 | 15,912,000.00 | 15,038,905.20 | .04 | Feb. 15, Aug. 15 | 621,968.28 | 591,981.59 |
| C. & N. W. R'y, sinking fund of 1879, 6 per cent | Oct. 1, 1879 | 1929 | 15,000,000.00 | 6,440,000.00 | 6,365,000.00 | 6,364,346.67 | .06 | April 1, Oct. 1 | 378,300.00 | 377,490.00 |
| C. & N. W. R'y, sinking fund of 1879, 5 per cent | Oct. 1, 1879 | 1929 | | 8,560,000.00 | 8,152,000.00 | 8,100,675.00 | .05 | April 1, Oct. 1 | 407,562.50 | 405,100.00 |
| C. & N. W. R'y, sinking fund, debentures 1933 | May 1, 1883 | 1933 | 10,000,000.00 | 10,000,000.00 | 10,000,000.00 | 9,150,000.00 | .05 | May 1, Nov. 1 | 500,000.00 | 494,500.00 |
| Total | | | | $108,308,000.00 | $105,121,500.00 | | | | | |
| Interest paid on matured bonds | | | | | | | | | | 24.50 |
| | | | | | | | | | $6,234,877.45 | $6,171,207.59 |
| Less interest collected on bonds deposited with trustees in place of bonds issued by C. & N. W. R'y Co. (the interest on which latter is included in the above) | | | | | | | | | 429,846.87 | 429,846.87 |
| | | | | | | | | | $5,805,030.58 | $5,741,360.72 |

Amount of funded debt representing road in Iowa: Amount of authorized issue, proportional; amount issued, $29,038,644.29; amount outstanding, $28,766,585.34; amount of interest accrued during year, $1,588,551.41; amount of interest paid during year, $1,514,706.35.

* These bonds were assumed by the C. & N. W. R'y Co. when it acquired the roads named.
† These bonds were assumed by C. & N. W. R'y Co. when it acquired the roads named.
‡ These bonds were assumed by W. & St. P. R. R. when it acquired the roads named.
§ These bonds were assumed by the C. & N. W. R'y Co. when it acquired the roads named.
¶ These bonds were assumed by C. & N. W. when it acquired road.
‖ Part cash and part construction.
** Part cash and part other bonds.
†† These bonds were assumed by C. & N. W. when it acquired road.
‡‡ These bonds were assumed by C. & N. W. when it acquired road.

RECAPITULATION OF FUNDED DEBT.

| ACCOUNT. | Amount issued. | Amount outstanding. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|
| Bonds | $ 108,308,000.00 | $ 105,121,560.00 | $ 5,805,030.58 | $ 5,741,630.72 |
| Total | $ 108,308,000.00 | $ 105,121,560.00 | $ 5,805,030.58 | $ 5,741,630.72 |



CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---|
| Cash | $ 2,320,851.38 |
| Bills receivable | 60,568.29 |
| Due from agents | 1,121,724.52 |
| Due from solvent companies and individuals | 351,157.76 |
| *Other cash assets (due from United States Government) | 195,628.67 |
| Total | $ 4,049,930.62 |

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | |
|---|---|
| Audited vouchers and accounts | $ 694,067.65 |
| Wages and salaries | 978,213.45 |
| Net traffic balances due to other companies | 299,626.40 |
| Dividends not called for | 68,274.75 |
| Matured interest coupons unpaid (including coupons due July 1) | 343,290.02 |
| Rentals due July 1 | 6,060.00 |
| Balance—cash assets | 1,660,458.35 |
| Total | $ 4,049,930.62 |

*Materials and supplies on hand, $2,012,799.46.

## RECAPITULATION.

### FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

(INCLUDING PROPRIETARY COMPANIES WHOSE OPERATIONS ARE EMBRACED IN THIS REPORT.)

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| | | To Railroads. | To other Properties. | Miles. | Amount. | |
| Capital stock | $ 74,815,320.53 | $ 74,565,320.53 | $ 250,000.00 | 4,250.38 | $ 17,602.03 | |
| Bonds | 105,121,500.00 | 105,121,500.00 | ..... | 4,250.38 | 24,732.26 | |
| Total | $ 179,936,820.53 | $ 179,686,820.53 | $ 250,000.00 | 4,250.38 | $ 42,334.29 | |

### MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN INCOME ACCOUNT.

| NAME OF ROAD. | CAPITAL STOCK. | FUNDED DEBT. | CURRENT LIABILITIES. | TOTAL. | AMOUNT PER MILE OF ROAD. | |
|---|---|---|---|---|---|---|
| | | | | | Miles. | Amount. |
| Chicago & Northwestern Railway Company, and proprietary companies whose operations are included in this report | $ 74,815,320.53 | $ 105,121,500.00 | $ 2,389,472.27 | $ 182,326,292.80 | 4,250.38 | $ 42,896.47 |
| Grand total | 74,815,320.53 | 105,121,500.00 | 2,389,472.27 | 182,326,292.80 | 4,250.38 | 42,896.47 |
| For Iowa (proportional) | 20,473,274.29 | 28,766,585.34 | 653,881.06 | 49,893,740.69 | 1,163.12 | 42,896.47 |



## PERMANENT IMPROVEMENTS FOR THE YEAR.

(INCLUDING EXPENDITURES FOR CONSTRUCTION ACCOUNT NEW EXTENSION.)

| ITEM. | EXPENDITURES DURING THE YEAR. | | | | |
|---|---|---|---|---|---|
| | Included in operating expenses. | Not included in operating expenses. | Total expenditures. | Credits property and material sold. | Differences or net additions to property, etc. |
| CONSTRUCTION— | | | | | |
| Right of way | | $ 124,805.55 | $ 124,805.55 | $ 11,351.25 | $ 113,554.29 |
| Fences | | 16,206.80 | 16,206.80 | ..... | 16,206.80 |
| Grading and bridge and culvert masonry | | 176,140.20 | 176,140.20 | ..... | 176,140.20 |
| Bridges and trestles | | 118,350.30 | 118,350.30 | ..... | 118,350.30 |
| Rails | | 35,419.30 | 35,419.30 | ..... | 35,419.30 |
| Ties | | 17,120.03 | 17,120.03 | ..... | 17,120.03 |
| Other superstructure | | 34,726.87 | 34,726.87 | ..... | 34,726.87 |
| Buildings, furniture and fixtures | | 177,896.23 | 177,896.23 | ..... | 177,896.23 |
| Shop machinery and tools | | 5,516.14 | 5,516.14 | ..... | 5,516.14 |
| Engineering expenses | | 3,501.01 | 3,501.01 | ..... | 3,501.01 |
| Discount on securities sold for construction | | 41,705.55 | 41,705.55 | ..... | 41,705.55 |
| Telegraph line | | 1,333.94 | 1,333.94 | ..... | 1,333.94 |
| Wharfing, etc. | | 13,005.35 | 13,005.35 | ..... | 13,005.35 |
| Sidings and yard extensions | | 377,033.82 | 377,033.82 | ..... | 377,033.82 |
| Other items | | 113,055.80 | 113,055.80 | 73,750.00 | 39,305.80 |
| Total construction | | $ 1,256,355.89 | $1,256,355.89 | $ 85,001.26 | $1,171,354.63 |
| EQUIPMENT— | | | | | |
| Locomotives | | $ 205,322.43 | $ 205,322.43 | $ ..... | $ 205,322.43 |
| Passenger cars | | 54,037.77 | 54,037.77 | ..... | 54,037.77 |
| Freight cars | | 583,014.08 | 583,014.08 | ..... | 583,014.08 |
| Other cars of all classes | | 57,715.92 | 57,715.92 | ..... | 57,715.92 |
| Total equipment | | $ 901,021.10 | $ 901,021.10 | $ ..... | $ 901,021.10 |
| Grand total construction and equipment | On the old and more completed parts of the road, petty expenditures for construction amounting to less than $250.00 each, are charged to operating expenses. | $ 2,157,376.99 | $2,157,376.99 | $ 85,001.26 | $2,072,375.73 |

Expended for construction and equipment in Iowa (proportional), $567,107.33.

COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888. | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| CONSTRUCTION— | | | | |
| Right of way | Details cannot be given. | $ 113,554.29 | Details cannot be given. | ..... |
| Fences | | 16,206.80 | | ..... |
| Grading and bridge and culvert masonry | | 176,140.20 | | ..... |
| Bridges and trestles | | 118,350.30 | | ..... |
| Rails | | 35,419.30 | | ..... |
| Ties | | 17,120.03 | | ..... |
| Other superstructure | | 34,726.87 | | ..... |
| Buildings, furniture and fixtures | | 177,806.23 | | ..... |
| Shop machinery and tools | | 5,516.14 | | ..... |
| Engineering expenses | | 3,501.01 | | ..... |
| Discount on securities sold for construction | | 41,705.55 | | ..... |
| Telegraph line | | 1,563.94 | | ..... |
| Wharfing, etc. | | 13,035.25 | | ..... |
| Sidings and yard extentions | | 377,633.82 | | ..... |
| Other items | | 30,305.80 | | ..... |
| Total construction | $132,086,650.19 | $1,171,354.63 | $133,838,013.79 | $ 31,493.18 |
| EQUIPMENT— | | | | |
| Locomotives | Details cannot be given. | $ 205,922.43 | Details cannot be given. | ..... |
| Passenger cars | | 54,957.77 | | ..... |
| Freight cars | | 582,014.98 | | ..... |
| Other cars of all classes | | 57,715.92 | | ..... |
| Total equipment | $ 26,164,487.32 | $ 901,021.10 | $ 27,065,508.42 | $ 6,367.79 |
| Grand total cost construction and equipment | $158,851,146.48 | $2,072,375.73 | $160,923,522.21 | $ 37,860.97 |

Grand total cost construction and equipment of road in Iowa (proportional), $44,036,851.42; cost per mile, $37,860.97.



INCOME ACCOUNT.

| | | |
|---|---|---|
| Gross earnings from operation | $ 25,480,445.38 | |
| Less operating expenses | 15,270,059.50 | |
| Income from operation | | $ 10,210,385.88 |
| Interest on bonds owned | $ 596.34 | |
| Dividends on stocks owned | 216,110.00 | |
| Rentals of tracks, yards and terminals | 33,053.55 | |
| Miscellaneous income, less expenses | 70,196.30 | |
| Income from other sources | | 319,957.19 |
| Total income | | $ 10,530,343.07 |
| Deductions from income: | | |
| Interest on funded debt (accrued) | $ 5,805,030.58 | |
| Rentals, including tracks, yards and terminals | 61,552.58 | |
| Taxes (taxes in Iowa, $129,762.68) | 699,620.59 | |
| Other deductions (sinking funds) | 58,000.00 | |
| Total deductions from income | | $ 6,624,203.75 |
| Net income | | $ 3,906,139.32 |
| Dividends, six per cent, common stock | $ 1,881,804.00 | |
| Dividends, seven per cent, preferred stock | 1,562,610.00 | |
| Total | | $ 3,444,504.00 |
| Surplus from operations of year ending June 30, 1889 | | $ 461,635.32 |
| Surplus on June 30, 1888 | | 4,580,944.20 |
| Surplus on June 30, 1889 | | $ 5,042,579.52 |
| Earnings in Iowa | $ 7,009,670.52 | |
| Less expenses | 5,774,149.66 | |
| Net earnings in Iowa | | $ 1,235,520.86 |
| Operating expenses | $ 4,198,975.08 | |
| Interest | 1,435,380.18 | |
| Rent | 10,402.03 | |
| Taxes in Iowa | 129,762.68 | |
| Total | $ 5,774,520.89 | |

## EARNINGS FROM OPERATION.

| | | |
|---|---|---|
| PASSENGER: | | |
| Passenger revenue | | $ 6,353,418.58 |
| Less repayments: | | |
| Tickets redeemed | 26,961.60 | |
| Excess fares refunded | 5,834.52 | |
| Total deductions | | 32,796.12 |
| Total passenger revenue | | $ 6,320,622.46 |
| Mail | | 579,646.14 |
| Express | | 392,300.37 |
| Extra baggage and storage | | 86,487.51 |
| Other items (train privileges) | | 16,116.88 |
| Total passenger earnings | | $ 7,395,173.36 |
| FREIGHT: | | |
| Freight revenue | | $ 18,402,374.83 |
| Less repayments: | | |
| Overcharge to shippers | 382,853.15 | |
| Other repayments | 1,339.76 | |
| Total deductions | | 384,192.91 |
| Total freight revenue | | $ 18,018,181.92 |
| Other items—storage, demurrage and wharfage | $ 19,912.70 | |
| Less overcharges | 11,971.23 | |
| | | 7,941.47 |
| Total freight earnings | | $ 18,026,123.39 |
| Total passenger and freight earnings | | $ 25,421,296.75 |
| OTHER EARNINGS FROM OPERATION: | | |
| Rentals not otherwise provided for | 48,784.66 | |
| Other sources | 10,363.97 | |
| Total other earnings | | 59,148.63 |
| Total gross earnings from operation | | $ 25,480,445.38 |
| Total gross earnings from operation in Iowa (proportional) | | 7,009,670.52 |

## OPERATING EXPENSES, EARNINGS, ETC.

| | |
|---|---|
| Operating expenses per mile of road | $ 3,588.80 |
| Operating expenses per train mile | 77.12 |
| Proportion of operating expenses and taxes for Iowa | 4,393,258.00 |
| Percentage of expenses to earnings | 59.99 |
| Net earnings per train mile | 48.03 |
| Percentage of earnings to stock and debt | 5.17 |
| Percentage of earnings to cost of road and equipment | 5.91 |
| Surplus at the commencement of the year | 4,580,944.20 |
| Surplus at the close of the year | 5,042,579.92 |
| The amount of its own stock owned by the company | 10,009,805.22 |



## BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|---|---|---|---|
| Chicago, Iowa & Dakota Railway—first mortgage bonds | $ 33,000.00 | | $ |
| Clifton Heights Land Company—first mortgage bonds | 7,638.89 | 6 | 506.34 |
| Total | $ 40,638.89 | | $ 506.34 |

## STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|---|---|---|---|
| Common Stock Chicago, St. Paul, Minn. & O. R'y Co. | $ 9,220,000.00 | | $ |
| Preferred Stock Chicago, St. Paul, Minn. & O. R'y Co. | 5,380,000.00 | 4 | 215,200.00 |
| Common Stock Sioux City & Pacific R. R. Co. | 1,888,000.00 | | |
| Preferred Stock Sioux City & Pacific R. R. Co. | 14,700.00 | 7 | 910.00 |
| Stock of Fremont, Elk. & Mo. Valley R. R. Co. | 25,050,000.00 | | |
| Stock of Wyoming Central R'y Co. | 2,100,000.00 | | |
| Stock of Mo. Valley & Blair R'y and Bridge Co | 504,000.00 | | |
| Stock of Sioux City Bridge Co. | 3,400.00 | | |
| Total | $ 44,200,100.00 | | $ 216,110.00 |

## RENTALS RECEIVED.

### RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

| DESIGNATION AND SITUATION OF PROPERTY LEASED. | NAME OF COMPANY USING PROPERTY | ITEM. | TOTAL. |
|---|---|---|---|
| TRACKS— | | | |
| Onalaska to Marshland | Green Bay, W. & St. P. Railway Co. | $ 4,811.16 | $ |
| Marshland to Winona | Green Bay, W. & St. P. Railway Co. | 1,753.00 | |
| In city of Zumbrota, Minn | Duluth, S. S. & W. Railway Co. | 109.01 | |
| Sidings in city of Council Bluffs, Iowa | Chicago, Burlington & Quincy Railroad Co. | 94.70 | |
| Sidings in city of Council Bluffs, Iowa | Chicago, Rock Island & Pacific Railway Co. | 94.70 | |
| Sidings in city of Milwaukee | Chicago, Milwaukee & St. Paul Railway Co. | 275.00 | |
| Sidings in city of What Cheer, Iowa | What Cheer Coal Co. | 237.28 | |
| Total | | | $ 13,055.55 |
| BRIDGE— | | | |
| Over the Mississippi River at Clinton, Iowa | Chicago, Burlington & Quincy Railroad Co. | $ 20,000.00 | |
| Total | | | 20,000.00 |
| Grand total rentals received | | | $ 33,055.55 |



## MISCELLANEOUS INCOME.

| ITEM. | Gross income. | Less expenses. | Net miscellaneous income. |
|---|---|---|---|
| Interest on notes, call loans, discounts on accounts payable, etc | $ 71,349.53 | $ 1,154.23 | $ 70,195.30 |
| Total | $ 71,349.53 | $ 1,154.23 | $ 70,195.30 |

## OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | $ 601,878.21 | $ 1,128,651.43 | $ 1,730,529.64 |
| Renewals of rails | 60,478.44 | 130,287.05 | 190,765.49 |
| Renewals of ties | 120,443.76 | 225,858.03 | 346,301.79 |
| Repairs of bridges and culverts | 120,874.79 | 243,543.23 | 373,418.02 |
| Repairs of fences, road-crossings, signs, and cattle-guards | 38,999.33 | 73,132.16 | 112,131.49 |
| Repairs of buildings | 114,336.57 | 214,405.72 | 328,742.29 |
| Repairs of docks and wharves | | 17,844.50 | 17,844.50 |
| Repairs of telegraph | 10,389.65 | 19,482.82 | 29,872.47 |
| Total | $ 1,085,400.75 | $ 2,053,204.94 | $ 3,138,605.69 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | $ 191,642.67 | $ 849,570.03 | $ 1,041,212.70 |
| Repairs and renewals of passenger cars | 372,022.89 | | 372,022.89 |
| Repairs and renewals of freight cars | | 857,625.58 | 857,625.58 |
| Repairs and renewals of ferry-boats, tugs, floats, and barges | 607.66 | 1,139.50 | 1,747.16 |
| Shop machinery, tools, etc | 25,425.92 | 37,679.07 | 73,104.99 |
| Total | $ 589,699.14 | $ 1,756,014.18 | $ 2,345,713.32 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of enginemen, firemen, and roundhousemen | $ 629,167.44 | $ 1,179,824.63 | $ 1,808,992.07 |
| Fuel for locomotives | 635,037.30 | 1,172,079.82 | 1,707,117.18 |
| Water-supply for locomotives | 36,387.51 | 68,234.98 | 104,622.79 |
| All other supplies for locomotives | 38,246.65 | 71,720.72 | 109,967.37 |
| Wages of other trainmen | 372,800.08 | 925,783.91 | 1,298,583.99 |
| All other train supplies | 119,921.34 | 103,020.84 | 222,942.18 |
| Wages of switchmen, flagmen and watchmen | 210,137.17 | 394,054.37 | 604,192.54 |
| Expense of telegraph, including train dispatchers and operators | 121,703.60 | 228,220.67 | 348,924.36 |
| Wages of station agents, clerks and laborers | 584,455.08 | 1,095,979.31 | 1,680,434.39 |
| Station supplies | 29,026.15 | 54,430.24 | 83,456.37 |
| Switching charges—balance | | 21,102.94 | 21,102.94 |
| Car mileage—balance | 17,832.60 | 88,306.63 | 106,139.23 |
| Loss and damage | 1,807.52 | 92,978.64 | 94,876.16 |
| Injuries to persons | 75,568.14 | 116,562.90 | 192,161.04 |
| Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel and supplies | 967.23 | 1,813.77 | 2,781.00 |
| Total | $ 2,863,149.24 | $ 5,615,204.37 | $ 8,478,353.61 |

OPERATING EXPENSES—CONTINUED.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| GENERAL EXPENSES— | | | |
| Salaries of officers | $ 62,844.58 | $ 117,847.15 | $ 180,691.73 |
| Salaries of clerks | 100,437.48 | 188,370.44 | 288,830.92 |
| General office expenses and supplies | 31,940.98 | 59,767.01 | 91,547.09 |
| Agencies, including salaries and rent | 68,346.73 | 127,977.43 | 196,324.06 |
| Advertising | 46,049.89 | 86,353.48 | 132,403.37 |
| Commissions | 85,183.24 | | 85,183.24 |
| Insurance | 839.86 | 1,574.91 | 2,414.77 |
| Expense of fast freight lines | | 878.13 | 878.13 |
| Expense of traffic associations | 11,129.75 | 20,870.70 | 32,000.45 |
| Expense of stock yards and elevators | | 228.75 | 228.75 |
| Rentals not otherwise provided for | 3,610.31 | 6,770.12 | 10,380.43 |
| Legal expenses | 25,876.40 | 67,276.60 | 103,153.40 |
| Stationery and printing | 63,802.36 | 119,643.17 | 183,445.53 |
| Total | $ 509,980.69 | $ 797,506.19 | $ 1,307,386.88 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | $ 1,805,400.75 | $ 2,053,264.94 | $ 3,158,665.69 |
| Maintenance of equipment | 580,699.14 | 1,756,014.18 | 2,345,713.32 |
| Conducting transportation | 2,863,140.24 | 5,615,204.37 | 8,478,344.61 |
| General expenses | 509,980.69 | 797,506.19 | 1,307,386.88 |
| Grand total | $ 5,048,129.82 | $ 10,221,929.68 | $ 15,270,059.50 |
| Proportional operating expenses for Iowa | $ 1,388,139.86 | $ 2,810,896.12 | $ 4,198,975.98 |
| Percentage of operating expenses to earnings | $ 67.99 | $ 56.61 | $ 59.93 |

FENCING.

| | |
|---|---|
| How many miles of fencing have you on your road in Iowa? | 1,115.83 |
| What is the average cost per mile? | No data. |
| What is the total cost of same? | |
| How many miles of new fencing have you built during the year? | ½ |

Give the number of miles needed to complete your fencing in Iowa? No data.

There are about 47 miles of road in Iowa not fenced, including station grounds. Fence is built as fast as needed.



RENTS PAID FOR LEASE OF OTHER PROPERTY.

| DESIGNATION OF PROPERTY. | SITUATION OF PROPERTY LEASED. | NAME OF COMPANY OWNING PROPERTY LEASED. | ITEM. | TOTAL. |
|---|---|---|---|---|
| Tracks | Grand Crossing to La Crosse | Green Bay, W. & St. P. R'y Co. | $ 2,250.70 | |
| | Third P. E. & M. W. account track | Milwaukee, L. S. & W. R'y Co. | 11,441.40 | |
| | Sidings, Wis. Central Co. | Wis. Central Co. | 960.00 | |
| | Sidings and spur tracks in city of Oshkosh, Wisconsin | Oshkosh Transportation Co. | 4,442.00 | |
| Total | | | | $ 19,043.10 |
| Bridges | Bridge across Mississippi river at Clinton Iowa | Albany Railroad Bridge Co. | $ 12,000.00 | |
| Total | | | | 12,000.00 |
| Terminals | U. P. transfer station at Council Bluffs, Iowa | Union Pacific Railway Co. | $ 4,466.82 | |
| | Shea & George dock, Milwaukee | Shea & George | 26,109.40 | |
| Total | | | | 30,576.42 |
| Total rentals | | | | $ 61,619.52 |
| Grand total rentals paid | | | | $ 61,502.58 |

## GENERAL BALANCE SHEET.

### DEBIT.

| | | |
|---|---|---|
| Cost of road | $133,858,013.79 | |
| Cost of equipment | 27,065,508.42 | |
| Bonds of other companies owned | 40,638.89 | |
| Stocks of other companies owned | 12,357,333.40 | |
| Other permanent investments | 276,000.00 | |
| Cost of property Consolidation Coal Co. and Western Town Lot Co. and Pioneer Town Site Co. | 529,118.86 | |
| Bonds of F., E. & M. V. R. R. Co. and Wyoming Central R'y Co. deposited with trustee as security for a like amount of bonds issued by the C. & N. W. R'y Co. | 11,015,000.00 | |
| Cash and current assets | 4,049,930.62 | |
| Cost of stocks of proprietary companies whose operations are embraced in this report | 247,500.00 | |
| C. & N. W. R'y consolidated sinking fund currency bond on hand | 1,000.00 | |
| OTHER ASSETS— | | |
| Materials and supplies | 2,012,709.46 | |
| Sinking fund, trustees of | 4,522,400.00 | |
| Total | | $195,975,243.44 |

### CREDIT.

| | | |
|---|---|---|
| Capital stock | $ 74,815,220.53 | |
| Funded debt | 105,121,500.00 | |
| Current liabilities | 2,389,472.27 | |
| Notes of Consolidation Coal Co. for coal lands, maturing in 1891 | 125,000.00 | |
| Accrued interest on funded debt not yet payable | 1,274,981.44 | |
| Fremont, Elkhorn & Missouri Valley Railroad Company | 1,090,578.56 | |
| Sinking funds paid | 4,522,400.00 | |
| Profit and loss (surplus from operation of railroad) | 5,042,579.52 | |
| Surplus from land grants and town lots, less deferred payments on same | 1,593,411.12 | |
| Total | | $195,975,243.44 |



## CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

### RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| NET INCOME: | | |
| From operation | $ 10,210,385.88 | |
| From other sources | 319,957.19 | |
| Total | | $ 10,530,343.07 |
| INCREASE IN LIABILITIES: | | |
| Sale of stocks | $ 10,000.00 | |
| Sale of bonds | 791,000.00 | |
| Bonds issued in lieu of bonds of Fremont, Elkhorn & Missouri Valley Railroad Co., deposited with trustee | 900,000.00 | |
| Total | | $ 1,701,000.00 |
| DECREASE IN ASSETS: | | |
| Cash assets | $ 238,744.71 | |
| Other assets | 480,561.67 | |
| Total | | $ 719,306.38 |
| MISCELLANEOUS: | | |
| All other sources | $ 2,472.22 | |
| Sale of lands— | | |
| Deferred payments on lands sold in previous years | 252,113.34 | |
| Cash sales during the year (including interest) | 271,165.80 | |
| Deferred payments on time sales made during the year | 190,067.58 | |
| Total | | $ 715,818.94 |
| Grand total | | $ 13,666,468.39 |

RESOURCES ACCOUNTED FOR.

| | | |
|---|---|---|
| FIXED CHARGES: | | |
| Interest on funded debt paid | $ 5,741,550.72 | |
| Rentals | 61,552.58 | |
| Taxes | 699,020.59 | |
| Total | | $ 6,502,603.89 |
| OTHER CHARGES AGAINST NET INCOME | | 58,000.00 |
| DIVIDENDS | | 3,441,504.00 |
| BETTERMENTS TO PROPERTY: | | |
| Construction of new road | $ 117,813.55 | |
| Other permanent improvements | 1,023,835.53 | |
| Additional equipment | 901,021.10 | |
| Total | | $ 2,042,670.18 |
| DECREASE IN LIABILITIES: | | |
| Reduction of funded debt | $ 25,000.00 | |
| Decrease in current liabilities | 150,407.89 | |
| Reduction in capital stock of proprietary companies | 67,000.00 | |
| Total | | $ 242,407.89 |
| INCREASE IN ASSETS: | | |
| Cash on hand | $ 100,635.55 | |
| Bonds of Fremont, Elkhorn & Missouri Valley Railroad Company received and deposited with trustee in lieu of C. & N. W. R'y bonds issued therefor | 900,000.00 | |
| Total | | $ 1,000,635.55 |
| MISCELLANEOUS: | | |
| Discount on bonds sold | $ 41,705.55 | |
| Securities purchased | 10,000.00 | |
| Other expenditures (expenses on account of sales of land grant and town lot property) | 133,783.75 | |
| Land contracts for lands sold during the year | 190,067.58 | |
| Total | | $ 375,556.88 |
| Grand total | | $ 13,666,468.39 |

## IMPORTANT CHANGES DURING THE YEAR.

The extensions of road put in operation during the year are from Ishpeming, Mich., to Republic, with branches to mines, 33.63 miles. Put in operation August 10, 1888.

No leases taken or surrendered.

On June 10th, 1889, the Chicago & Northwestern Railway Company acquired, by purchase, the full title to three short lines, which were previously operated as proprietary, viz:

From Lake Geneva to Williams Bay, Wis., 6 miles.
From Iron River to Watersmeet, Mich., 35.18 miles.
From Ishpeming to Republic and branches, 33.63 miles.

No new mortgages were made during the year. Bonds under previously existing mortgages have been issued to the amount of $1,691,000.00, and previously outstanding bonds have been reduced by amount of $25,000.00, leaving net increase in bonded debt, $1,666,000.00.



Outstanding capital stock has been reduced by the absorption of proprietary companies, to the amount of $67,000.00, and increased by the issue by the Junction Railway Company of $10,000.00, leaving net decrease $57,000.00.

On January 7, 1889, the Junction Railway Company was organized for the purpose of connecting two divisions of this company's road in Illinois, by a track of about eight miles, which is to be operated as a proprietary line.

## CONTRACTS, AGREEMENTS, ETC.

### EXPRESS COMPANIES.

The United States Express Company has the right to do express business over this company's line between Chicago and Milwaukee. The American Express Company has the same right as to all other lines operated by this company. Each express company pays this company a per diem rate on a limited tonnage and an agreed rate per 100 pounds or any excess. The rates are not uniform, but graded according to the relative importance of each line, and are changed from time to time.

### MAILS.

This company transports mails over any route on its lines when ordered by the U. S. Post-office Department. The company receives such compensation for services as is from time to time fixed.

### SLEEPING, PARLOR AND DINING-CAR COMPANIES.

Sleeping cars are owned by the Wagoner Palace Car Company and are run on this company's lines. The car company fixes and collects the charges from passengers for accommodations in same. The Chicago & Northwestern Railway Company keeps the exterior of the cars in good order and furnishes fuel and lights. Parlor cars are run, owned by the Chicago & Northwestern Railway Company, for accommodations, in which the charges are from ten cents upward, according to the distance. Dining cars are run, owned by the Chicago & Northwestern Railway Company, meals on which we furnish at 75 cents each.

### FREIGHT OR TRANSPORTATION COMPANIES, OR LINES.

The cars of all transportation companies are allowed to run over this company's lines, paying the regular rates, and receiving mileage, and their freight having no preference over other freight of like class.

### OTHER RAILROAD COMPANIES.

With C., St. P., M. & O. R'y Co., providing for joint running arrangements between Chicago and St. Paul, and division of earnings upon a pro rata per mile.

With M., L. S. & W. R'y Co., by which that company acquires the use of the Chicago & Northwestern Railway Company's tracks between Milwaukee, Wis., and Lake Shore Junction, Wis. It also provides for joint use of terminal facilities at Milwaukee.

With M., L. S. & W. R'y Co., by which the Chicago & Northwestern Railway Company acquires the joint use of part of the former company's track in city of Watersmeet, Mich.

With G. B., W. & St. P. R'y Co., by which that company obtains the joint use of track of Chicago & Northwestern Railway Company from Marshland, Wis., to Winona, Minn.; also from Marshland, Wis., to Onalaska, Wis.

With G. B., W. & St. P. R'y Co., by which Chicago & Northwestern Railway Company acquires the joint use of former company's tracks between Grand Crossing, Wis., and La Crosse, Wis.

With C., B. & Q. R. R. Co., whereby that company acquires the joint use of bridge over the Mississippi river at Clinton, Iowa.

With C., B. & Q. R. R. Co. and C., R. I. & P. R. R. Co., whereby those companies acquire the joint use with the Chicago & Northwestern Railway Company of certain sidings in city of Council Bluffs, Iowa.

With D. R. W. & S. R'y Co., by which that company acquires the joint use with the Chicago & Northwestern Railway Company of certain tracks and buildings in the village of Zumbrota, Minn.

With Oshkosh Transportation Company, by which Chicago & Northwestern Railway Company acquires the use of certain sidings in the city of Oshkosh, Wis.

With C., M. & St. P. R. R'y Co., by which Chicago & Northwestern Railway Company acquires the use of sidings to cement works at Lindwern, Wis.

### TELEGRAPH COMPANIES.

By contract with the Western Union Telegraph Company all lines of road operated by this company are afforded telegraph facilities, this company having certain wires or rights to their use for the business of the railway company, commercial business being done by the telegraph company.



## SECURITY FOR FUNDED DEBT.

| CLASS OF ROAD OR OBLIGATION. | WHAT ROAD MORTGAGED. | Miles. | Amount of mortgage per mile of line. | What securities mortgaged. |
|---|---|---|---|---|
| C. R. & Mo. R. R. R., First Div.—1st mortgage | From Cedar Rapids, Iowa, to Marshalltown, Iowa | 70.00 | $ 10,000.00 | |
| C. I. & N. R. R.—1st mortgage | Clinton, Iowa, to Cedar Rapids, Iowa | 81.30 | 1,586.71 | |
| C. R. & Mo. R. R. R., Second Div.—1st mortgage | Marshalltown, Iowa, to Des Moines River | 54.60 | 10,659.34 | |
| | Clinton to Lyons | 60.15 | 6,091.60 | |
| Maple River R. R.—1st mortgage | Maple River Junction to Mapleton, Iowa | 85.00 | 20,000.00 | |
| Chi. & Mil. R'y—1st mortgage | Chicago to Milwaukee | 108.85 | 1,206.41 | |
| Peninsula R. R.—1st mortgage | Escanaba, Michigan, to Negaunee, Michigan | 70.97 | 19,047.48 | |
| Iowa Midland R'y—1st mortgage | Lyons, Iowa, to Anamosa, Iowa | 43.30 | 16,628.17 | |
| Escanaba & Lake Sup. R'y—1st mortgage | Narenta, Michigan, to Metropolitan, Michigan | | | |
| C. & N. W. R'y general consolidated gold | Chicago to Ishpeming, Mich., (including branches to mines): Chicago to Mo. Riv., opposite Omaha; Chicago to Freeport, Ill.; Chicago to Fon du Lac, Wis.; Belvidere, Ill., to Winona, Minn.; Elgin, Ill., to Lake Geneva, Wis.; Kenosha, Wis., to Rockford, Ill.; Clinton, Iowa, to Anamosa, Iowa; Stanwood, Iowa, to Tipton, Iowa; Geneva, Ill., to Patavia, Ill.; Geneva, Ill., to St. Charles, Ill.; Chicago to South Branch Track; Montrose to Cut-off Track | 1,669.92 | 7,381.19 | |
| Mil. & Madison R'y—1st mortgage | Milwaukee, Wisconsin, to Madison, Wisconsin | 82.00 | 19,512.20 | |
| Chi. & Tomah R. R.—1st mortgage | Galena, Illinois, to Woodman, Wisconsin | 151.76 | 15,010.54 | |
| Chi., Mil. & N. W. R'y—1st mortgage | Montfort, Wisconsin, to Madison, Wisconsin | | | |
| | Ipswitch, Wisconsin, to Platteville, Wisconsin | | | |
| | Lancaster Junction to Lancaster | | | |
| Menominee River R. R.—1st mortgage | Powers, Michigan, to Quinnesec, Michigan | 24.71 | 16,187.77 | |
| Menominee River R. R. Ext.—1st mortgage | Quinnesec, Michigan, to Wisconsin State line | 6.37 | 25,417.74 | |
| Des Moines & Minn. R. R.—1st mortgage | Des Moines, Iowa, to Jewell Junction, Iowa | 57.34 | 10,463.90 | |

SECURITY FOR FUNDED DEBT—CONTINUED.

| CLASS OF ROAD OR OBLIGATION. | WHAT ROAD MORTGAGED. | Miles. | Amount of mortgage per mile of road. | What securities mortgaged. |
|---|---|---|---|---|
| Dakota Cent. R'y—1st mortgage (W. & St. P. Co.) | From Watertown, D. T., to Redfield, D. T. | 71.00 | 15,000.00 | |
| W. & St. P. R. R.—2nd (now 1st) mortgage | Winona, Minnesota, to St. Peter, Minnesota | 139.00 | 11,453.23 | |
| Dakota Cent. R'y—1st mortgage (Southeastern Div.) | Iroquois, Dakota Territory, to Hawarden, Iowa | 125.49 | 15,937.46 | |
| Rock. & N. Minn. R'y—1st mortgage | Rochester, Minnesota, to Zumbrota, Minnesota | 34.48 | 8,169.93 | |
| Plainview R. R.—1st mortgage | Eyota, Minnesota, to Plainview, Minnesota | 15.01 | 6,662.22 | |
| Minn. Val. R'y—1st mortgage | Sleepy Eye, Minnesota, to Redwood Falls, Minnesota | 24.40 | 6,147.54 | |
| Ott., C. F. & St. P. R'y—1st mortgage | Belle Plaine, Iowa, to Muchachinock | 64.00 | 25,000.00 | |
| C. R. & Mo. R. R. R.—mortgage of 1884 | Cedar Rapids, Iowa, to Des Moines River | 122.40 | 6,303.98 | |
| Northern Illinois R'y—1st mortgage | Belvidere, Illinois, to Spring Valley, Illinois | 75.78 | 19,926.10 | |
| Madison Ext.—1st mortgage, sinking fund | Madison, Wisconsin, to Winona Junction, Wisconsin | 129.10 | 24,360.69 | |
| Menominee Ext.—1st mortgage, sinking fund | Ft. Howard, Wisconsin, to Escanaba, Michigan | 114.10 | 23,637.18 | |
| C. & N. W. R'y—consolidated sinking fund, currency | Chicago to Ft. Howard, Wis.; Escanaba, Mich., to Negaunee, Mich. and Iron mines; Chicago to Clinton, Iowa; Chicago to Freeport, Ill.; Belvidere, Ill., to Madison, Wis.; Elgin, Ill., to Richmond, Ill.; Rockford, Ill., to Nenosha, Wis | 788.22 | 16,171.88 | |
| C. R. & Mo. R. R. R., Third Div.—1st mortgage | Des Moines River to Missouri River, opposite Omaha | 140.60 | 15,588.23 | |
| W. & St. P. R. R. Ext., gold | St. Peter, Minnesota, to Watertown, Dakota Territory | 183.08 | 23,051.42 | |
| N. W. Union R'y—1st mortgage | Milwaukee, Wisconsin, to Fond du Lac, Wisconsin | 62.63 | 55,883.76 | |
| C. & N. W. Ext.—bonds of 1886, 4 per cent | Issued on pledge of collateral bonds which are secured by first mortgages (maturing same date as this mortgage) on line as follows: Mapleton, Iowa, to Onawa, Iowa; Lake City, Iowa, to Wall Lake, Iowa; Columbia, D. T., to Oakes, D. T.; Redfield, D. T., to Gettysburg, D. T.; Doland, D. T., to Groton, D. T.; Janesville, Wis., to Evansville, Wis.; Kingsley, Iowa, to Moville, Iowa; Cedar Rapids to Iowa Cut-off; Iron River, Mich., to Watersmeet, Mich.; Ishpeming, Mich., to Michigamme and Chl.; Lake Geneva, Wis., to Williams Bay, Wis | 294.60 | 16,622.54 | |
| | And for bonds of other companies deposited with trustee as collateral, viz.: Fremont, Elkhorn & Mo. Valley R. R. Co. consolidated bonds | | | 8,975,000.00 |
| | Wyoming Central R'y Co. first mortgage bonds | | | 2,040,000.00 |



| | | | | |
|---|---|---|---|---|
| & N. W. R'y sinking fund of 1879—5 and 6 per cent | Issued on pledge of collateral bonds which are secured by first mortgages (maturing same date as this mortgage) on lines as follows: From Tracy, Minn., to Dak. T. Line; Eyota, Minn., to Chatfield, Minn.; Stanwood, Iowa, to Tipton, Iowa; Michigan State Line, near Spread Eagle, to Wisconsin State Line, near Stager; Sheboygan, Wis., to Princeton, Wis.; Janesville, Wis., to Afton, Wis.; Carroll, Iowa, to Kirkman, Iowa; Manning, Iowa, to Audubon, Iowa; Wisconsin State Line to Iron River, Mich.; Stagen, Mich., to Crystal Falls. Branches to mines: Trempealeau to Galesville, Wis.; Sycamore, Ill., to Cortland, Ill.; Tama, Iowa, to Elmore, Iowa; Eagle Grove, Iowa, to Hawarden, Iowa; Minnesota Line, near Elkton, to Pierre, D. T.; Huron, D. T., to Ordway, D. T.; Brookings, D. T., to Watertown, D. T.; Centerville, D. T., to Yankton, D. T.; Ordway, D. T., to Columbia, D. T. | 1,041.50 | 13,380.94 | |

## EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers (average $6,137.00) | 31 | $ 190,272.92 | $ |
| General office clerks | 419 | 330,749.76 | 2.25 |
| Station agents | 661 | 430,212.64 | 2.11 |
| Other station men | 1,969 | 1,077,723.32 | 1.77 |
| Enginemen | 926 | 903,300.26 | 3.47 |
| Firemen | 1,004 | 664,602.67 | 2.14 |
| Conductors | 607 | 560,298.22 | 2.99 |
| Other trainmen | 1,295 | 755,421.05 | 1.80 |
| Machinists | 516 | 329,887.81 | 2.07 |
| Carpenters | 879 | 579,976.44 | 2.13 |
| Other shopmen | 2,057 | 1,052,019.33 | 1.66 |
| Section foremen | 721 | 393,197.84 | 1.76 |
| Other trackmen | 3,087 | 1,235,140.79 | 1.29 |
| Switchmen, flagmen and watchmen | 982 | 507,635.15 | 1.97 |
| Telegraph operators and dispatchers | 438 | 280,404.09 | 2.07 |
| Employes—account floating equipment | 3 | 2,556.98 | 2.76 |
| All other employes and laborers | 1,229 | 831,990.43 | 2.19 |
| Total | 16,824 | $ 10,305,440.30 | |
| DISTRIBUTION OF ABOVE: | | | |
| General administration } Cannot give this information. | | | |
| Maintenance of way and structures } Cannot give this information. | | | |
| Conducting transportation } Cannot give this information. | | | |
| Total | | | |

Number of employes in Iowa ..... 3,806
Amount paid employes in Iowa ..... $ 2,242,206.96



## PASSENGER, FREIGHT, AND TRAIN MILEAGE.

| | | |
|---|---|---|
| **PASSENGER TRAFFIC:** | | |
| Number of passengers carried earning revenue | 11,445,528 | |
| Number of passengers carried one mile | 276,043,292 | |
| Average distance carried, miles | 24 | |
| Total passenger revenue | | $ 6,320,622.46 |
| Average amount received from each passenger | | .55.224 |
| Average receipts per passenger per mile | | .02.290 |
| Estimated cost of carrying each passenger one mile | | .01.829 |
| Passenger earnings per mile of road | | 1,738.03 |
| Passenger earnings per train mile | | 1.07.394 |
| **FREIGHT TRAFFIC:** | | |
| Number of tons carried of freight earning revenue | 11,084,841 | |
| Number of tons carried one mile | 1,778,150,803 | |
| Average distance haul of one ton, miles | 160 | |
| Total freight revenue | | $ 18,018,181.93 |
| Average amount received for each ton of freight | | 1.62.548 |
| Average receipts per ton per mile | | .01.013 |
| Estimated cost of carrying one ton one mile | | .00.575 |
| Freight earnings per mile of road | | 4,236.54 |
| Freight earnings per train mile | | 1.39.582 |
| Number of mixed trains | 11,396 | |
| **PASSENGER AND FREIGHT:** | | |
| Passenger and freight earnings | | $ 25,421,296.75 |
| Passenger and freight earnings per mile of road | | 5,974.57 |
| Expense per mile of road | | 3,588.80 |
| Total earnings per mile of road, including mails, express, etc | | 5,988.47 |
| Number of passenger trains | 114,634 | |
| Number of freight trains | 171,889 | |
| **TRAIN MILEAGE:** | | |
| Miles run by passenger trains | 6,661,881 | |
| Miles run by freight trains | 12,242,013 | |
| Miles run by mixed trains | 896,483 | |
| Total mileage trains earning revenue | 19,800,377 | |
| Miles run by switching trains | 5,776,444 | |
| Miles run by construction and other trains | 639,673 | |
| Grand total train mileage | 26,216,494 | |
| Mileage of loaded freight cars—north or east | 86,199,121 | |
| Mileage of loaded freight cars—south or west | 97,359,240 | |
| Mileage of empty freight cars—north or east | 40,623,309 | |
| Mileage of empty freight cars—south or west | 29,612,665 | |
| Average number of freight cars in train | 19.3 | |
| Average number of loaded cars in train | 14 | |
| Average number of empty cars in train | 5.3 | |
| Average number of tons of freight in train | 135.3 | |
| Average number of tons of freight in each loaded car | 9.7 | |

Average number of tons in cars when shipped in car lots:
About four and eight tenths tons.

Average number of tons in cars when shipped in less than car lots:
No record kept.

What per cent does the local freight business of Iowa bear to the total freight business of the entire line?
No statistics have been kept by this company showing a distinction of "local" from other freight earnings.

What per cent does local freight business of Iowa bear to freight originating on your line in Iowa and passing outside the State?

No statistics have been kept by this company showing a distinction of "local" from other freight earnings.

What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?

No statistics have been kept by this company showing a distinction of "local" from other freight earnings.

What per cent does local freight business bear to freight moved across the State from points outside to points inside the State?

No statistics have been kept by this company showing a distinction of "local" from other freight earnings.

What per cent of freight received at each station on your road is local and what per cent inter-State?

No statistics have been kept by this company showing a distinction of "local" from other freight earnings.

What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

Divided on a basis of mileage pro rata.

What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

Divided on a basis of mileage pro rata.

What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?

Divided on a basis of mileage pro rata.

What proportion of earnings is credited to each branch line of your road, on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?

Divided on a basis of mileage pro rata.

Give the amount and kind of freight furnished by each branch line to your main line?

No record kept.

Same for passengers:

No record kept.



## FREIGHT TRAFFIC MOVEMENT—IOWA.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | 492,310 | 47,965 | 540,274 | 33.35 |
| Flour | 5,354 | 3,508 | 8,862 | .53 |
| Other mill products | 2,453 | 251 | 2,704 | .17 |
| Hay | 43,138 | 1,242 | 44,380 | 2.74 |
| Tobacco | 226 | 7 | 233 | .01 |
| Fruit and vegetables | 19,295 | 1,734 | 21,029 | 1.30 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | 184,705 | 2,534 | 187,239 | 11.56 |
| Dressed meats | 329 | 55 | 384 | .03 |
| Other packing house products | 30,412 | 234 | 30,646 | 1.89 |
| Poultry, Game and Fish | 2,693 | 12 | 2,705 | .17 |
| Wool | 1,294 | 186 | 1,480 | .10 |
| Hides and leather | 3,361 | 42 | 3,403 | .21 |
| PRODUCTS OF MINES— | | | | |
| Anthracite coal | 3,406 | 205 | 3,611 | .22 |
| Bituminous coal | 413,573 | 13,162 | 426,735 | 26.34 |
| Coke | 198 | | 198 | .01 |
| Ores | 1,831 | 172 | 2,022 | .12 |
| Stone, sand and other like articles | 23,043 | 1,998 | 25,041 | 1.55 |
| PRODUCTS OF FOREST— | | | | |
| Lumber | 109,551 | 45,831 | 155,382 | 9.59 |
| MANUFACTURES— | | | | |
| Petroleum and other oils | 4,627 | 363 | 4,990 | .31 |
| Sugar | 873 | 3 | 876 | .05 |
| Iron, pig and bloom | 2,939 | | 2,939 | .18 |
| Iron and steel rails | 3,179 | | 3,179 | .20 |
| Other castings and machinery | 1,598 | 421 | 1,769 | .11 |
| Bar and sheet metal | 19 | | 19 | |
| Cement, brick and lime | 14,504 | 2,514 | 17,018 | 1.05 |
| Agricultural implements | 4,898 | 1,059 | 5,957 | .37 |
| Wagons, carriages, tools, etc. | 1,945 | 331 | 2,276 | .14 |
| Wines, liquors and beers | 960 | 291 | 1,251 | .08 |
| Household goods and furniture | 14,361 | 4,584 | 18,945 | 1.17 |
| MERCHANDISE | 64,548 | 6,024 | 70,572 | 4.36 |
| MISCELLANEOUS— | | | | |
| Other commodities not mentioned above | 31,527 | 2,283 | 33,810 | 2.09 |
| Total tonnage | 1,483,009 | 137,101 | 1,620,110 | 100 |

## FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road, whole tons. | Freight received from connecting roads and other carriers, whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | 1,050,891 | 307,538 | 1,358,429 | 12.26 |
| Flour | 49,508 | 76,560 | 126,138 | 1.14 |
| Other mill products | 35,508 | 22,936 | 58,444 | .52 |
| Hay | 84,543 | 18,173 | 102,716 | .93 |
| Tobacco | 6,106 | 469 | 6,575 | .06 |
| Cotton | 1,543 | 152 | 1,695 | .02 |
| Fruit and vegetables | 120,166 | 51,910 | 172,076 | 1.55 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | 320,866 | 120,856 | 441,722 | 3.99 |
| Dressed meats | 10,302 | 1,039 | 11,341 | .10 |
| Other packing-house products | 57,932 | 19,168 | 77,100 | .70 |
| Poultry, game and fish | 7,562 | 2,324 | 9,886 | .09 |
| Wool | 3,510 | 2,899 | 6,409 | .06 |
| Hides and leather | 15,798 | 5,275 | 21,073 | .19 |
| PRODUCTS OF MINES— | | | | |
| Anthracite coal | 277,850 | 22,934 | 300,784 | 2.71 |
| Bituminous coal | 831,877 | 207,017 | 1,038,894 | 9.91 |
| Coke | 82,152 | 238 | 82,370 | .74 |
| Ores | 2,824,270 | 377,933 | 3,202,203 | 28.89 |
| Stone, sand and other like articles | 244,413 | 49,485 | 293,898 | 2.65 |
| PRODUCTS OF FOREST— | | | | |
| Lumber | 878,888 | 354,416 | 1,233,304 | 11.13 |
| MANUFACTURES— | | | | |
| Petroleum and other oils | 96,179 | 5,098 | 101,277 | .91 |
| Sugar | 16,407 | 520 | 16,927 | .15 |
| Naval stores | 1,530 | ..... | 1,530 | .01 |
| Iron, pig and bloom | 140,415 | 20,245 | 160,660 | 1.45 |
| Iron and steel rails | 36,736 | 1,104 | 37,840 | .34 |
| Other castings and machinery | 39,727 | 5,174 | 44,901 | .41 |
| Bar and sheet metal | 14,576 | 298 | 14,876 | .13 |
| Cement, brick and lime | 137,249 | 42,820 | 180,069 | 1.62 |
| Agricultural implements | 61,134 | 5,705 | 66,839 | .60 |
| Wagons, carriages, tools, etc | 24,151 | 1,025 | 25,176 | .23 |
| Wines, liquors and beers | 107,477 | 5,753 | 113,230 | 1.02 |
| Household goods and furniture | 57,841 | 19,050 | 76,891 | .69 |
| MERCHANDISE | 646,661 | 120,219 | 766,880 | 6.92 |
| MISCELLANEOUS— | | | | |
| Other commodities not mentioned above | 814,472 | 58,656 | 873,128 | 7.88 |
| Total tonnage | 9,098,142 | 1,986,699 | 11,084,841 | 100 |

## TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT CLINTON, IOWA, FOR THE YEAR ENDING JUNE 30, 1889.

| | |
|---|---|
| East bound number of tons of freight | 1,136,875 |
| West bound number of tons of freight | 584,972 |
| Total tons | 1,721,847 |



## DESCRIPTION OF EQUIPMENT.

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. Number. | Kind. | CARS FITTED WITH AUTOMATIC COUPLER. Number. | Kind. |
|---|---|---|---|---|---|---|
| LOCOMOTIVES: | | | | | | |
| Passenger | ..... | 175 | 175 | Westinghouse | ..... | ..... |
| Freight | 20 | 471 | 309 | Westinghouse | ..... | ..... |
| Switching | ..... | 140 | 45 | Westinghouse | ..... | ..... |
| Total | 20 | 786 | 529 | ..... | ..... | ..... |
| CARS IN PASSENGER SERVICE: | | | | | | |
| First-class passenger cars | 10 | 302 | 302 | Westinghouse | 16<br>283<br>3 | Crowell.<br>Miller.<br>Schroyer. |
| Second-class passenger cars | ..... | 28 | 28 | Westinghouse | 28 | Miller. |
| Combination passenger cars (decrease, 1) | ..... | 49 | 49 | Westinghouse | 47 | Miller. |
| Dining cars | ..... | 9 | 9 | Westinghouse | 4<br>3<br>2 | Crowell.<br>Miller.<br>Schroyer. |
| Parlor cars | ..... | 11 | 11 | Westinghouse | 5<br>6<br>5 | Miller.<br>Miller.<br>Crowell. |
| Baggage, express, and postal cars | 1 | 139 | 139 | Westinghouse | 134 | Miller. |
| Other cars in passenger service | ..... | 28 | 28 | Westinghouse | 28 | Miller. |
| Officers' and paymasters' cars | ..... | 8 | 8 | Westinghouse | 2<br>6 | Schroyer.<br>Miller. |
| Total | 10 | 574 | 574 | ..... | 573 | ..... |
| CARS IN FREIGHT SERVICE: | | | | | | |
| Box cars | 1,110 | 13,915 | 250 | Westinghouse | 1 | Hinson. |
| Flat cars | ..... | 2,107 | ..... | ..... | ..... | ..... |
| Stock cars | ..... | 1,914 | ..... | ..... | ..... | ..... |
| Coal cars | ..... | 1,950 | ..... | ..... | ..... | ..... |
| Refrigerator cars (decrease, 2) | ..... | 140 | 10 | Westinghouse | 1 | Thurmon. |
| Other cars (ore cars) | ..... | 4,515 | ..... | ..... | 6<br>5 | Miller.<br>Hinson. |
| Total | 1,108 | 24,631 | 260 | ..... | 13 | ..... |
| CARS IN COMPANY'S SERVICE: | | | | | | |
| Derrick cars and wrecking | ..... | 29 | 5 | Westinghouse | ..... | ..... |
| Caboose cars | 34 | 451 | ..... | ..... | ..... | ..... |
| Other road cars | ..... | 125 | ..... | ..... | ..... | ..... |
| Rotary steam snow plows | 2 | 2 | ..... | ..... | ..... | ..... |
| Total | 26 | 607 | 5 | ..... | ..... | ..... |
| CARS CONTRIBUTED TO FAST FREIGHT LINE SERVICE: | | | | | | |
| Box Freight | ..... | 480 | ..... | ..... | ..... | ..... |
| Total owned | 1,144 | 26,292 | 839 | ..... | 589 | ..... |
| Grand total | 1,144 | 26,292 | 839 | ..... | 589 | ..... |

## MILEAGE.

### A. MILEAGE OF ROAD OPERATED.

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | †RAILS. Iron. | †RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track | 1,453.15 | 1,223.57 | | | 1,573.66 | 4.54 | 4,254.92 | 33.63 | 325.47 | 3,724.91 |
| Miles of second track | 112.21 | | | | | | 112.21 | 16.94 | | 112.21 |
| Miles of yard track, sidings and spurs | * 735.97 | | | | 190.16 | 4.57 | 930.70 | 62.25‡ | 350.17‡ | 575.96 |
| Total mileage operated (all tracks) | 2,301.33 | 1,223.57 | | | 1,763.82 | 9.11 | 5,297.83 | 112.82 | 875.64 | 4,413.08 |

### B. MILEAGE OF LINE BY STATES AND TERRITORIES.

#### I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | New line constructed during year. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | †RAILS. Iron. | †RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Illinois | 400.21 | 185.07 | | | | | 585.28 | | 22.53 | 562.75 |
| Wisconsin | 546.50 | 383.99 | | | 16.06 | | 946.55 | 4.07 | 70.05 | 876.50 |
| Michigan | 153.19 | 228.36 | | | | 33.63 | 381.55 | .47 | 100.55 | 281.00 |
| Iowa | 353.12 | 425.15 | | | 284.85 | | 1,163.12 | | 132.86 | 1,030.26 |
| Minnesota | .13 | | | | 414.44 | | 414.47 | | 77.87 | 340.60 |
| Dakota | | | | | 758.41 | | 758.41 | | 124.61 | 633.80 |
| Total mileage operated (single track) | 1,453.15 | 1,223.57 | | | 1,573.56 | 33.63 | 4,250.38 | 4.54 | 525.47 | 3,724.91 |



#### II. MILEAGE OWNED BY ROAD MAKING THIS REPORT

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Illinois | 400.21 | 186.07 | | | | | 586.28 | | 23.53 | 562.75 |
| Wisconsin | 546.50 | 383.99 | | | | | 930.49 | | 70.05 | 860.44 |
| Michigan | 153.19 | 228.36 | | | | 33.63 | 381.55 | | 100.55 | 281.00 |
| Iowa | 353.12 | 425.15 | | | | | 778.27 | | 132.86 | 645.41 |
| Minnesota | .13 | | | | | | .13 | | | .13 |
| Total mileage owned (single track) | 1,453.15 | 1,223.57 | | | | 33.63 | 2,676.72 | | 326.99 | 2,340.73 |

* Includes mileage of sidings on "branch lines owned."
† Not including rails in track operated under trackage rights.
‡ Partly estimated.

## RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | | |
|---|---|---|---|---|---|---|---|
| Kind. | Tons (2240). | Weight per yard, lbs. | Average price per ton at distributing point. | Kind. | Number. | Average price at distributing point. |
| Steel | 8,550,930 | 72 | $ 35.07 | Oak | 628,309 | $ .43 |
| | 123,1054 | 65 | 33.58 | Cedar | | |
| | 2,328,384 | 60 | 33.09 | Hemlock | 378,520 | .20 |
| | 90,617 | 50 | 29.08 | Ash | | |
| | | | | Elm | | |
| Total steel | 11,104,545 | | $ 34.56 | Total | 1,006,829 | $ .34 |

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | WOOD—CORDS. Hard. | WOOD—CORDS. Soft. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|---|
| Passenger | 204,981.00 | 3,600 | 5,410 | 210,146.00 | 6,661,881 | 61.10 |
| Freight | 964,763.25 | 7,530 | 10,786 | 975,107.25 | 13,137,397 | 87.56 |
| Switching | 152,107.00 | 1,670 | 2,281 | 154,410.50 | 5,781,491 | 54.42 |
| Construction | 19,030.00 | 350 | 450 | 19,488.00 | 639,673 | 51.55 |
| Total | 937,881.25 | 13,230 | 19,021 | 966,211.75 | 26,220,142 | 72.94 |

Average cost at distributing point, bituminous coal, $1.83½ per ton; hard and soft wood, $2.56 per cord.

## ACCIDENTS TO PERSONS IN IOWA.

| KIND OF ACCIDENT. | EMPLOYES. TRAINMEN. Killed. | TRAINMEN. Injured. | SWITCHMEN, FLAGMEN AND WATCHMEN. Killed. | SWITCHMEN, FLAGMEN AND WATCHMEN. Injured. | OTHER EMPLOYES. Killed. | OTHER EMPLOYES. Injured. | TOTAL. Killed. | TOTAL. Injured. |
|---|---|---|---|---|---|---|---|---|
| Coupling and uncoupling | 1 | 18 | | 6 | | 1 | 1 | 25 |
| Falling from trains and engines | | 7 | | | | | | 7 |
| Collisions | | 2 | | | | | | 2 |
| Derailments | | 2 | | | | | | 2 |
| At stations | | 1 | | | | 2 | | 3 |
| Other causes— | | | | | | | | |
| Getting on or off trains, etc | | | | | | 2 | | 2 |
| Struck by trains | | | | 1 | | 1 | | 2 |
| Crushed while repairing cars | | | | | | 1 | | 1 |
| Oiling engine which started | | 1 | | | | | | 1 |
| Collision of hand cars | | 1 | | | | | | 1 |
| Fixing brake-cock; squeezed | | 1 | | | | | | 1 |
| Struck by tank weight | | 1 | | | | | | 1 |
| Total | 3 | 35 | | 7 | 6 | 2 | 9 | 44 |



## ACCIDENTS TO PERSONS IN IOWA—CONTINUED.

| KIND OF ACCIDENT. | PASSENGERS. Killed. | PASSENGERS. Injured. | OTHERS. TRESPASSERS. Killed. | OTHERS. TRESPASSERS. Injured. | OTHERS. NOT TRESPASSING. Killed. | OTHERS. NOT TRESPASSING. Injured. | OTHERS. TOTAL. Killed. | OTHERS. TOTAL. Injured. |
|---|---|---|---|---|---|---|---|---|
| At highway crossings | | | | | 2 | | 2 | |
| Other causes— | | | | | | | | |
| Stealing a ride | | | 5 | 6 | | | 5 | 6 |
| Suicide | | | 1 | 1 | | | 1 | 1 |
| Lying on track | | | | | | | | |
| Jumped from moving train | 1 | | | | | | | |
| Standing in car; thrown down | | 1 | | | | | | 1 |
| Total | 1 | 1 | 7 | 7 | 2 | | 9 | 7 |

## ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYES. TRAINMEN. Killed. | TRAINMEN. Injured. | SWITCHMEN, FLAGMEN, AND WATCHMEN. Killed. | SWITCHMEN, FLAGMEN, AND WATCHMEN. Injured. | OTHER EMPLOYES. Killed. | OTHER EMPLOYES. Injured. | TOTAL. Killed. | TOTAL. Injured. |
|---|---|---|---|---|---|---|---|---|
| Coupling and uncoupling | 2 | 51 | 2 | 20 | | 1 | 4 | 82 |
| Falling from trains and engines | | 10 | | 1 | | | | 11 |
| Overhead obstructions | | 3 | | 1 | | | | 4 |
| Collisions | 2 | 7 | | 1 | | | 2 | 8 |
| Derailments | 1 | 4 | | 1 | | | 1 | 5 |
| At stations | | 1 | | | | | | 1 |
| Other train accidents | | 6 | 1 | 2 | 4 | 5 | 6 | 13 |
| Other causes | 1 | 1 | 1 | 4 | 11 | 18 | 13 | 33 |
| Total | 14 | 93 | 7 | 40 | 17 | 24 | 38 | 157 |

ACCIDENTS TO PERSONS—CONTINUED.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Collisions | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 |
| Derailments | 3 | 6 | ..... | ..... | ..... | ..... | ..... | ..... |
| At highway crossing | ..... | ..... | ..... | ..... | 20 | 9 | 20 | 9 |
| At stations | 4 | 12 | 6 | 4 | 3 | 3 | 9 | 7 |
| Other causes | ..... | 5 | 57 | 38 | 2 | 3 | 59 | 41 |
| Total | 7 | 23 | 63 | 43 | 25 | 15 | 88 | 58 |

KILLED AND INJURED AS SHOWN BY OTHER CAUSES.

EMPLOYES.

*Killed—*

| | |
|---|---|
| Walking or otherwise engaged on track—run over | 7 |
| Stepped on nail in plank—lockjaw | 1 |
| Fell from coal shed onto engine tender | 1 |
| Run over while repairing cars | 1 |
| Riding on hand-car, run into freight train | 1 |
| Jumped from moving hand-car, fell and run over | 1 |
| Walking on ore dock fell into ore pocket | 1 |
| Total | 13 |

*Injured—*

| | |
|---|---|
| Getting on or off engine, cars or train in motion | 13 |
| Stepped into cattle-guard and run over by hand-car | 1 |
| Foot caught under pilot of engine | 1 |
| Jumped from train in motion | 2 |
| Riding on hand-car, same was struck by train | 1 |
| Caught between moving cars and freight house | 1 |
| Car ran into side of engine | 1 |
| Standing in baggage car door looking out, struck in head by car on side track | 1 |
| Repairing cars, the same were struck by other cars | 1 |
| Hand-car collided | 1 |
| Weight of water-tank spout fell on him | 1 |
| Oiling engine, the same started | 1 |
| Fixing air hose on train in motion | 1 |
| Gravel plow fell from train and struck him | 1 |
| Knocked off car by gravel plow, cable striking him | 1 |
| Struck by derrick, which fell on account of guy rope breaking | 1 |
| Stepped in hole in floor of engine house | 1 |
| Climbing up side of car, slipped and fell | 1 |
| Ren over by hand-car | 1 |
| Fell from freight car door | 1 |
| Total | 33 |



PASSENGERS.

*Injured—*

| | |
|---|---|
| Stepped off moving train | 3 |
| Fell from moving train | 1 |
| Hand caught by door of coach closing on same | 1 |
| Total | 5 |

PERSONS NOT TRESPASSERS.

*Killed—*

| | |
|---|---|
| Crossing track near highway ahead of engine | |
| Crossing track between cars, which were being switched in front of depot, was caught between them | 1 |
| Total | 2 |

*Injured—*

| | |
|---|---|
| Struck while crossing track ahead of train at depot | 1 |
| Walking on pier of viaduct, engine passing by struck guy rope of derrick and large stone from the derrick fell on him | 1 |
| Riding in buggy going through a subgrade crossing, horse took fright at train and threw person out | 1 |
| Total | 3 |

TRESPASSERS.

*Killed—*

| | |
|---|---|
| Walking, standing, lying or sitting on track, struck by train, engine or cars | 31 |
| Getting on or off cars, train or engine, or stealing a ride | 17 |
| Suicide by throwing themselves in front of train | 4 |
| Knocked off top of car by viaduct | 1 |
| Picking up coal on the track, struck by train | 4 |
| Total | 57 |

*Injured—*

| | |
|---|---|
| Walking, standing, lying or sitting on track, struck by car, train or engine | 11 |
| Picking up coal struck by train | 1 |
| Getting on or off cars, train or engine in motion or stealing a ride | 26 |
| Total | 38 |

CHARACTERISTICS OF ROAD—IN IOWA.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Ascending grades. | | | Descending grades. | | | | |
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | Length of level line—miles. | Number. | Sum of ascents—feet. | Aggrevate length of ascending grades—miles. | Number. | Sum of descents—feet. | Aggrevate length of descending grades—miles. |
| Mississippi River | Council Bluffs | 354.12 | 239 | 58.73 | 294.39 | 83.32 | 162 | 3,155.0 | 147.60 | 173 | 3,000.0 | 122.00 |
| Clinton | Anamosa | 73.57 | 126 | 21.31 | 52.26 | 19.87 | 59 | 1,111.0 | 50.50 | 45 | 920.0 | 23.20 |
| Des Moines | Jewell Junction | 59.09 | 45 | 7.16 | 51.93 | 9.29 | 32 | 625.0 | 19.00 | 34 | 630.0 | 20.80 |
| Stanwood | Tipton | 8.50 | 5 | 6.00 | 2.50 | 2.30 | 12 | 180.0 | 3.80 | 9 | 140.0 | 2.50 |
| Belle Plaine | Muchachinock | 64.00 | 109 | 28.18 | 35.82 | 9.30 | 21 | 1,011.0 | 23.20 | 23 | 1,103.0 | 31.50 |
| Carroll | Kirkman | 34.81 | 42 | 9.40 | 25.41 | 3.91 | 8 | 319.0 | 8.30 | 22 | 393.0 | 22.60 |
| Manning | Audubon | 17.00 | 24 | 5.81 | 11.19 | 6.50 | 7 | 202.0 | 6.30 | 8 | 227.0 | 4.30 |
| Cedar Rapids | Cut Off | 5.95 | 1 | 0.49 | 5.47 | 2.59 | 3 | 23.4 | 2.01 | 4 | 18.7 | 1.36 |
| Boone | Coal Banks | 3.25 | 4 | 0.91 | 2.34 | 2.00 | 3 | 40.0 | 0.60 | 4 | 30.0 | 0.65 |
| Tama | Elmore | 164.22 | 92 | 37.75 | 126.47 | 35.91 | 92 | 1,730.7 | 72.09 | 95 | 1,491.1 | 50.20 |
| Eagle Grove | Hawarden | 145.20 | 107 | 42.22 | 92.98 | 31.00 | 96 | 1,843.6 | 60.60 | 94 | 1,777.4 | 53.60 |
| Jewell Junction | Carnarvon | 75.08 | 34 | 8.00 | 64.78 | 16.01 | 44 | 842.3 | 32.20 | 34 | 641.4 | 25.47 |
| Maple River Junction | Onawa | 80.85 | 73 | 17.79 | 63.06 | 21.95 | 23 | 336.1 | 18.31 | 32 | 552.0 | 40.59 |
| Wall Lake | Moville | 79.87 | 60 | 15.79 | 64.08 | 14.51 | 38 | 944.4 | 29.63 | 38 | 1,055.1 | 35.73 |
| Total | | 1,163.12 | 961 | 250.44 | 902.68 | 258.58 | 509 | 12,361.5 | 454.04 | 615 | 11,888.7 | 440.50 |

*Estimated.



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CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT. | | | PROFILE. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Ascending grades. | | | Descending grades. | | | | |
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | Length of level line—miles. | Number. | Sum of ascents—feet. | Aggrevate length of ascending grades—miles. | Number. | Sum of descents—feet. | Aggrevate length of descending grades—miles. |
| GALENA DIVISION— | | | | | | | | | | | | |
| Chicago | Mississippi River | 137.00 | 48 | 19.03 | 117.97 | 14.52 | 86 | 1,108.8 | 61.57 | 89 | 1,103.9 | 60.91 |
| Chicago | Freeport | 121.00 | 67 | 20.86 | 100.14 | 5.72 | 42 | 776.2 | 53.14 | 47 | 616.3 | 62.14 |
| St. Charles | Aurora | 11.80 | 26 | 4.86 | 6.94 | 2.42 | 6 | 100.6 | 2.57 | 8 | 151.5 | 5.81 |
| Cortland | Sycamore | 4.64 | 3 | 0.50 | 4.14 | 2.00 | 4 | 10.0 | 1.64 | 3 | 5.0 | 1.00 |
| Elgin | Williams Bay | 51.04 | 51 | 17.00 | 34.04 | 5.00 | 24 | 660.0 | 30.50 | 16 | 368.0 | 16.04 |
| Belvidere | Spring Valley | 75.78 | 28 | 8.48 | 67.30 | 24.51 | 27 | 370.4 | 16.76 | 32 | 686.3 | 34.51 |
| S. Br. Junction | Chicago River | 4.50 | 7 | 1.00 | 3.50 | 4.00 | ... | ... | ... | 2 | 5.0 | 0.50 |
| Total | | 405.76 | 230 | 71.73 | 334.03 | 58.17 | 189 | 2,966.0 | 165.08 | 198 | 2,945.0 | 180.91 |
| IOWA DIVISION— | | | | | | | | | | | | |
| Mississippi River | Council Bluffs | 354.00 | 239 | 59.61 | 294.39 | 84.40 | 162 | 3,155.0 | 147.60 | 173 | 3,000.0 | 122.00 |
| Clinton | Anamosa | 73.57 | 126 | 21.31 | 52.26 | 19.87 | 59 | 1,111.0 | 50.50 | 45 | 920.0 | 23.20 |
| Des Moines | Jewell Junction | 59.09 | 45 | 7.16 | 51.93 | 9.29 | 32 | 625.0 | 19.00 | 34 | 630.0 | 20.80 |
| Stanwood | Tipton | 8.50 | 5 | 6.00 | 2.50 | 2.30 | 12 | 180.0 | 3.80 | 9 | 140.0 | 2.50 |
| Belle Plaine | Muchachinock | 64.00 | 109 | 28.18 | 35.82 | 9.30 | 21 | 1,011.0 | 23.20 | 23 | 1,103.0 | 31.50 |
| Carroll | Kirkman | 34.81 | 42 | 9.40 | 25.41 | 3.91 | 8 | 319.0 | 8.30 | 22 | 393.0 | 22.60 |
| Manning | Audubon | 17.00 | 24 | 5.81 | 11.19 | 6.50 | 7 | 202.0 | 6.30 | 8 | 227.0 | 4.30 |
| Cedar Rapids | Cut Off | 5.95 | 1 | 0.49 | 5.47 | 2.59 | 3 | 23.4 | 2.01 | 4 | 18.7 | 1.36 |
| Boone | Coal Banks | 3.25 | 4 | 0.91 | 2.34 | 2.00 | 3 | 40.0 | 0.60 | 4 | 30.0 | 0.65 |
| Total | | 620.18 | 595 | 138.87 | 481.31 | 140.06 | 307 | 6,664.4 | 241.21 | 322 | 6,431.7 | 228.91 |

*Estimated.

CHARACTERISTICS OF ROAD—CONTINUED

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Ascending grades. | | | Descending grades. | | | |
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | Length of level line—miles. | Number. | Sum of ascents—feet. | Aggregate length of ascending grades—miles. | Number. | Sum of descents—feet. | Aggregate length of descending grades—miles. | |
| NORTHERN IOWA DIVISION— | | | | | | | | | | | | | |
| Tama | Elmore | 164.56 | 92 | 37.75 | 126.81 | 36.97 | 92 | 1,730.7 | 72.09 | 95 | 1,431.1 | 56.30 | |
| Eagle Grove | Hawarden | 145.20 | 107 | 42.22 | 92.98 | 31.00 | 96 | 1,843.6 | 60.93 | 94 | 1,777.4 | 53.60 | |
| Jewell Junction | Wall Lake Junction | 73.68 | 34 | 8.90 | 64.78 | 16.01 | 44 | 882.3 | 32.20 | 34 | 641.4 | 25.47 | |
| Maple River Junction | Onawa | 80.85 | 73 | 17.79 | 63.06 | 21.95 | 23 | 336.1 | 18.33 | 32 | 532.0 | 40.59 | |
| Wall Lake | Moville | 79.87 | 60 | 15.79 | 64.08 | 14.51 | 58 | 944.4 | 20.63 | 38 | 1,055.1 | 35.73 | |
| Total | | 544.16 | 366 | 112.45 | 421.71 | 119.74 | 282 | 5,697.1 | 212.83 | 293 | 5,437.0 | 211.59 | |
| MADISON DIVISION— | | | | | | | | | | | | | |
| Winona | Winona | 227.00 | 231 | 51.91 | 175.09 | 54.39 | 139 | 2,665.8 | 89.57 | 120 | 2,788.6 | 83.04 | |
| Belvidere | Janesville | 16.10 | 8 | 1.97 | 14.13 | 4.35 | 6 | 58.1 | 3.37 | 5 | 148.5 | 8.48 | |
| Evansville | Janesville | 6.16 | 10 | 1.69 | 4.41 | 2.24 | 3 | 71.0 | 2.48 | 3 | 26.0 | 1.38 | |
| Afton | Janesville | 3.96 | 7 | 1.00 | 2.93 | 0.97 | 1 | 23.2 | 1.61 | 2 | 12.5 | 1.38 | |
| Winona Junction | La Crosse | 76.84 | 208 | 26.00 | 50.84 | 13.44 | 102 | 1,198.3 | 34.94 | 105 | 1,181.4 | 28.46 | |
| Galena | Woodman | 4.00 | 7 | 1.42 | 2.58 | 1.06 | 4 | 34.0 | 0.55 | 5 | 159.0 | 2.20 | |
| Ipswich | Platteville | 12.04 | 28 | 3.00 | 9.04 | * 2.54 | * 15 | * 180.0 | * 5.23 | * 16 | * 177.0 | * 4.37 | |
| Lancaster Junction | Lancaster | 140.88 | 173 | 35.40 | 105.48 | 19.61 | 86 | 2,093.4 | 64.54 | 82 | 1,473.6 | 56.73 | |
| Milwaukee | Montfort | 6.71 | 6 | 0.91 | 5.80 | 2.11 | 5 | 48.0 | 2.16 | 5 | 68.0 | 2.44 | |
| Trempealeau | Galesville | 16.06 | 7 | 1.13 | 14.93 | 4.05 | 9 | 46.8 | 4.88 | 13 | 64.8 | 6.53 | |
| Valley Junction | Necedah | | | | | | | | | | | | |
| Total | | 509.69 | 684 | 124.46 | 385.23 | 105.26 | 370 | 6,418.6 | 209.33 | 356 | 6,099.4 | 197.10 | |
| WINONA & ST. PETER DIVISION— | | | | | | | | | | | | | |
| Winona | Watertown | 322.08 | 169 | 46.65 | 276.33 | 90.26 | 232 | 4,334.0 | 129.57 | 224 | 3,204.5 | 103.15 | |
| Plainview Junction | Plainview | 15.01 | 20 | 3.59 | 11.42 | 3.01 | 6 | 166.0 | 4.10 | 8 | 273.0 | 7.90 | |
| Chatfield Junction | Chatfield | 11.46 | 22 | 2.79 | 8.67 | 0.76 | 6 | 32.0 | 2.10 | 6 | 350.0 | 8.60 | |
| Zumbrota | Zumbrota | 24.48 | 26 | 6.18 | 18.30 | 3.18 | 13 | 418.0 | 11.20 | 12 | 420.0 | 10.10 | |
| Rochester | Mankato | 3.75 | 4 | 1.53 | 2.22 | 1.12 | | | | 3 | 126.0 | 2.63 | |
| Mankato Junction | Redwood Falls | 24.40 | 3 | 0.97 | 23.43 | 8.40 | 10 | 142.0 | 9.00 | 15 | 124.0 | 7.00 | |
| Sleepy Eye Lake | Minnesota State Line | 46.40 | 46 | 9.19 | 37.21 | 8.60 | 32 | 719.0 | 24.70 | 27 | 357.0 | 13.10 | |
| Tracy | | | | | | | | | | | | | |
| Total | | 448.48 | 290 | 70.90 | 377.58 | 115.33 | 328 | 5,831.0 | 180.67 | 294 | 4,933.5 | 152.48 | |



| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DAKOTA DIVISION— | | | | | | | | | | | | | |
| Minnesota State Line | Pierre | 209.11 | 66 | 13.81 | 195.30 | 48.64 | 120 | 1,658.2 | 78.67 | 125 | 1,994.2 | 81.80 | |
| James Valley Junction | Oakes | 151.48 | 18 | 5.26 | 130.22 | 30.42 | 78 | 391.5 | 37.86 | 75 | 395.7 | 33.20 | |
| Watertown | Gettysburgh | 146.58 | 55 | 12.98 | 133.60 | 39.47 | 180 | 1,698.5 | 50.20 | 178 | 1,275.4 | 30.61 | |
| Watertown Junction | Watertown | 45.83 | 17 | 3.50 | 40.33 | 12.47 | 24 | 160.0 | 26.63 | 10 | 54.5 | 4.73 | |
| Doland | Groton | 38.86 | 8 | 0.86 | 38.00 | 15.91 | 21 | 94.5 | 16.45 | 21 | 127.5 | 12.92 | |
| Iroquois | Hawarden | 125.49 | 38 | 11.71 | 113.78 | 23.85 | 59 | 944.5 | 49.28 | 56 | 1,153.1 | 49.26 | |
| Centerville | Yankton | 28.40 | 18 | 3.25 | 25.05 | 4.45 | 11 | 279.2 | 14.29 | 7 | 204.0 | 9.75 | |
| Total | | 723.55 | 220 | 51.47 | 672.08 | 228.21 | 496 | 5,225.2 | 267.47 | 472 | 5,204.1 | 227.87 | |
| WISCONSIN DIVISION— | | | | | | | | | | | | | |
| Chicago | Ft. Howard, via Janesville | 242.20 | * 50 | * 70.00 | * 172.20 | * 80.00 | * 130 | * 700.0 | * 80.00 | * 110 | * 600.0 | * 82.20 | |
| Appleton | Water Power | 3.65 | 21 | 1.50 | 2.10 | 1.38 | 2 | 15.0 | 0.50 | 3 | 50.0 | 1.75 | |
| Kenosha | Rockford | 72.10 | * 70 | * 60.00 | * 12.10 | * 10.00 | * 45 | * 200.0 | * 35.00 | * 40 | * 150.0 | * 27.10 | |
| Chicago | Fond du Lac | 147.63 | 88 | 19.86 | 127.77 | 23.13 | 68 | 1,390.4 | 69.20 | 65 | 1,212.2 | 50.30 | |
| Sheboygan | Princeton | 78.40 | 77 | 13.85 | 64.55 | 15.01 | 38 | 1,045.1 | 37.80 | 38 | 804.2 | 24.09 | |
| Montrose | W. Chicago Shops | 5.20 | 6 | 1.00 | 4.11 | * 3.00 | * 6 | * 10.0 | * 2.20 | | | | |
| Total | | 549.16 | 312 | 166.33 | 382.83 | 133.42 | 289 | 3,360.5 | 224.70 | 256 | 2,876.4 | 191.04 | |
| PENINSULA DIVISION— | | | | | | | | | | | | | |
| Fort Howard | Republic and Michigamme | 213.08 | 128 | 31.73 | 181.35 | † 66.56 | † 104 | † 1,897.7 | † 80.65 | † 88 | † 1,018.3 | † 56.87 | |
| Branches | Mines | 20.66 | 91 | 12.82 | 20.54 | * 4.81 | * 46 | * 600.0 | * 15.00 | * 25 | * 250.0 | * 19.85 | |
| Powers | Watersmeet | 104.33 | 117 | 31.78 | 72.55 | 22.62 | 52 | 1,021.7 | 48.86 | 49 | 942.9 | 32.90 | |
| Stager | Crystal Falls | 9.10 | 10 | 4.10 | 5.00 | 0.60 | 6 | 164.3 | 4.70 | 1 | 107.3 | 3.80 | |
| Branches | Mines | 36.13 | 91 | 18.08 | 180.5 | * 6.69 | * 33 | * 561.0 | * 11.27 | * 21 | * 212.0 | * 18.17 | |
| Nareuta | Metropolitan | 34.86 | 18 | 3.85 | 31.01 | 3.56 | 26 | 665.0 | 22.50 | 18 | 218.0 | 8.80 | |
| Branches | Mines | 8.44 | 23 | 4.01 | 4.43 | * 1.50 | * 10 | * 151.0 | * 4.50 | * 6 | * 77.0 | * 2.44 | |
| Total | | 445.00 | 478 | 106.37 | 339.23 | 106.35 | 271 | 5,660.7 | 196.42 | 208 | 2,705.5 | 142.83 | |

* Estimated.

† Estimated from Negaunee to St. Lawrence.

CHARACTERISTICS OF ROAD IN IOWA—CONTINUED.

BRIDGES—

| | |
|---|---|
| Number iron | 42 |
| Number wooden | 49 |
| Number combination | |

TRESTLES AND PILE—

| | |
|---|---|
| Number | 1,734 |
| Aggregate length, feet | 130,824 |

GAUGE OF TRACK—
Four feet and eight and one half inches.

TELEGRAPH—
Owned by this company, 1,043.1 miles of wire.
Operated by this company, for this company's business only, 1,507.36 miles of line.
Operated by this company, 1,866.1 miles of wire.
Operated jointly with Western Union Telegraph Company, 517 miles of wire.
Operated by Western Union Telegraph Company, 1,507.36 miles of line.
Operated by Western Union Telegraph Company, 2,136.3 miles of wire.

CHARACTERISTICS OF ROAD—CONTINUED.

BRIDGES:

| | |
|---|---|
| Number stone | 15 |
| Number iron | 158 |
| Number wood | 89 |
| Number combination | 32 |

TRESTLES:

| | |
|---|---|
| Number | 2,845 |
| Aggregate length, feet | 216,679 |

TUNNELS:

| | |
|---|---|
| Number | 4 |
| Maximum length, feet | 3,800 |
| Minimum length, feet | 400 |
| Aggregate length of all tunnels, feet | 7,500 |

GAUGE OF TRACK:
Three feet, 16.00 miles.
Four feet eight and one half inches, 4,234.38 miles.

TELEGRAPH—
Owned by this company, 1,615.3 miles of wire.
Owned jointly with Western Union Telegraph Company, 809.4 miles of wire.
Operated by this company, for this company's business only, 4,250 miles of line.
Operated by this company, 5,257.7 miles of wire.
Operated jointly with Western Union Telegraph Company, 2,035.6 miles of wire.
Operated by Western Union Telegraph Company, 4,641 miles of line.
Operated by Western Union Telegraph Company, 6,518.1 miles of wire.



QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt?

Provision has been made for substituting consolidated sinking fund currency bonds for Peninsular Railroad, of Michigan, first mortgage bonds due in 1898. Sinking funds have been established for the following named bonds, to which payments are made as stated: Madison extension gold bonds, $23,000.00 annually; Menominee extension gold bonds, $20,000.00 annually; Northwestern Union Railway gold bonds, $15,000.00 annually; W. & St. P. R. R. extension gold bonds, $23,000.00 annually; C. & N. W. R'y six per cent and five per cent sinking fund bonds of 1879, annually one per cent of the par value of bonds outstanding which has been used for purchasing bonds of this issue and which have been canceled.

What station-houses, stock yards, or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs:

Depot at Watertown Junction, Wis., C., M. & St. P. R'y Co. owner; transfer depot at Council Bluffs, Iowa, Union Pacific R'y Co. owner; depot at Woodman, Wis., John R. Murphy owner; docks at Milwaukee, Shea & George owners.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic:

Inter-State Commerce Railway Association, Western Freight Association, Western States Passenger Association, Western Railway Weighing Association, Western Railway Inspection Bureau, Live Stock Weighing Association, Chicago Car Service Association, Milwaukee Car Service Association, Western Classification Committee.

Name all the companies, commonly called Fast Freight Lines, of which this road is a member, or which operate over the line of this road.

The Chicago & Northwestern Railway Company is a member of Blue Line, Canada Southern Line, Red Line Transit Company, Nickel Plate Line, Commercial Express Line, Erie Dispatch. All other fast freight lines do business over the rails of the C. & N. W. R'y Co., but the above named are all that this company is associated with under articles of agreement.

LANDS—CONGRESSIONAL GRANT.

This company has no lands in Iowa excepting for its right of way and railroad uses. All lands received from Congressional or other grants in aid of roads in Iowa now owned by this company, were sold and conveyed before such properties were acquired by this company.

The cost and actual present cash value of road and equipment including permanent way, buildings and rolling-stock, all real estate used exclusively in operating the road, and all fixtures and conveniences for transacting its business:

The cost of the property (as see page ...) is $160,923,522.21. Its actual present cash value is not known.

The average amount of tonnage that can be carried on your road in the State by an engine of given weight. Weight of engine 29 tons; tons.... 214¼

Section 4, Chapter 77 of the laws of the Seventeenth General Assembly, says that the Railroad Commissioners shall, on the first Monday of December, make a report to the Governor, etc.

The tenth clause of the section says the report shall contain such statistics of the road and its transportion business for the year as may, in the judgment of the Commissioners, be necessary and proper for the information of the General Assembly, or AS MAY BE REQUIRED BY THE GOVERNOR.

Under the provisions of this clause, the Governor has submitted questions contained in the following letter, which you will please answer:

STATE OF IOWA,
EXECUTIVE OFFICE, DES MOINES, August 5, 1889.

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

GENTLEMEN—I must again request that you obtain and incorporate into your next annual report the following information as to every railroad company doing business in this State, viz:

1. The names of all persons who were stockholders on the 30th day of June, 1889; their place of residence, and the amount of stock owned by each.

2. The salary paid to its general officers, as President, Vice-president, Secretary, Treasurer, Auditor, General Manager and Assistants, Traffic Manager, General Freight Agent, General Solicitor, and Division Superintendents.

3. The average daily wages paid to its employes, as station agents, conductors, brakemen, engineers, firemen, flagmen, section men, etc.

4. The names of its regular attorneys in this State, the salary and other compensation of each; also the names of all other attorneys in the State retained by the road during the past year, and the retaining fee, per diem, or other compensation or emolument whatsoever received by each.

5. The number and total mileage of so-called one and two thousand mile tickets issued to persons in this State for other than cash compensations; also, whether the cash value of all mileage tickets is included in its report of gross receipts.

This information is of importance to the State as well as of great interest to the public. More publicity in the management of corporation affairs is necessary. It is a wise law that compels national banks to post up at their places of business a list of their stockholders; and there is certainly no good reason why the State and the public should not know who the owners of the railroads are that avail themselves of the State's franchises, do business under its laws and rely upon it for protection.

It is also essential that the mileage tickets issued by the various companies to editors, to its attorneys and to its employes, in lieu of other compensation, be reported to the State. There is reason to believe that it is the practice of some companies not to include the value of such mileage in their reports of total earnings, upon which the classification of railroads for the purpose of regulating their tariff is based.

You will please direct the attention of the various companies to the provisions of section 5, chapter 77, laws of the Seventeenth General Assembly; and should any of them fail to furnish the information required, I shall thank you to promptly report to me the names of such delinquents.

Yours truly,

WM. LARRABEE.

The questions contained in the letter of the Governor dated August 5, 1889, are not answered because sections 4 and 5, of chapter 77, of the laws of the Seventeenth General Assembly, have been repealed by sections 32 and 22 of the act to regulate railroad corporations, etc., approved April 5, 1888.

This report contains information according to the form sent by the Railroad Commissioners as far as the books of the company furnish the facts required by the different items and questions and includes the transactions of the Chicago & Northwestern Railway Company without regard to whether they are inter-State or State. We think it proper to state, however, that we understand the law only to require a report as to transportation which begins and ends in the State of Iowa, and to embrace the information specified in section 22 of the act of April 5, 1888, as to that business.

STATE OF ILLINOIS,
COUNTY OF COOK, } ss.

We, the undersigned, Marvin Hughitt, President, and J. B. Redfield, Auditor, of the Chicago & Northwestern Railway Company, on our oaths do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business



and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

(Signed) M. HUGHITT,
*President.*
J. B. REDFIELD,
*Auditor.*

Subscribed and sworn to before me this 27th day of September, 1889.

DANIEL D. BATHRICK,
*Notary Public.*

[SEAL.]

# ANNUAL REPORT

OF THE

# CHICAGO, ST. PAUL & KANSAS CITY

# RAILWAY COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

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### HISTORY.

Name of common carrier making this report:
Chicago, St. Paul & Kansas City Railway Company.

Date of organization:
May 26, 1886.

Under laws of what government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:
Under general laws of the State of Iowa. Articles of incorporation filed with Secretary of State, for the State of Iowa, June 10, 1886.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.
Not a consolidated company. On the 8th day of December, 1887, the Chicago, St. Paul & Kansas City Railway Company purchased all the railway and property of the Minnesota & Northwestern Railroad Company, which included, by purchase by the latter company in November, 1886, of the Dubuque & Northwestern Railway from Dubuque, Iowa, to Thorpe, Iowa, a distance of 50 miles; and of the Dubuque & Dakota Railroad, January 1, 1887, extending from Sumner, Iowa, to Hampton, Iowa, a distance of 63 miles.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized:
Is not a consolidated company.



### ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| A. B. Stickney | St. Paul, Minnesota | September 5, 1889. |
| Wm. Lewis Boyle | 47 Wall St., New York | September 5, 1889. |
| Ansel Oppenheim | St. Paul, Minnesota | September 5, 1889. |
| Arnold Kalman | St. Paul, Minnesota | September 5, 1889. |
| Sam. C. Stickney | St. Paul, Minnesota | September 5, 1889. |
| Wm. Dawson, Jr. | St. Paul, Minnesota | September 5, 1889. |
| C. W. Benson | St. Paul, Minnesota | September 5, 1889. |

Total number of stockholders at date of last election:
Three hundred and forty-nine.

Date of last meeting of stockholders for election of directors:
First Thursday in September.

Give post-office address of general office:
St. Paul, Minnesota.

Give post-office address of operating office:
St. Paul, Minnesota.

### OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| President | A. B. Stickney | St. Paul, Minnesota. |
| Vice-President | Wm. Lewis Boyle | New York, New York. |
| Secretary | M. C. Woodruff | Dubuque, Iowa. |
| Treasurer | W. B. Breed | St. Paul, Minnesota. |
| Chief Engineer | H. Fernstrom | St. Paul, Minnesota. |
| General Solicitor, Att'y or Counsel | Lusk & Burm | St. Paul, Minnesota. |
| Solicitor for Iowa | None regular | |
| Comptroller | M. C. Heallon | St. Paul, Minnesota. |
| General Manager | J. M. Egan | St. Paul, Minnesota. |
| General Freight Agent | P. C. Stohr | Chicago, Ill. |
| Assistant General Freight Agent | T. A. Whitmore | Chicago, Ill. |
| General Passenger Agent<br>General Ticket Agent | W. R. Busenbark | Chicago, Ill. |
| General Superintendent<br>Superintendent in Iowa, part line | C. Shields | St. Paul, Minnesota. |
| Division Supt. in Iowa, part line | G. C. McMichael | Des Moines, Iowa. |
| Superintendent of Telegraph | W. B. Scott | St. Paul, Minnesota. |
| General Baggage Agent | John Colley | Chicago, Ill. |
| Claim Agent | M. D. Flower | St. Paul, Minnesota. |

## PROPERTY OPERATED.

| NAME. | TERMINALS. FROM— | TERMINALS. TO— | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| Chicago, St. Paul & Kansas City Railway Company | St. Paul, Minnesota | Dubuque, Iowa | 283.53 | |
| Chicago, St. Paul & Kansas City Railway Company | Aiken, Illinois | Forest Home, Illinois | 146.82 | |
| Chicago, St. Paul & Kansas City Railway Company | Oelwein, Iowa | Des Moines, Iowa | 149.73 | |
| Chicago, St. Paul & Kansas City Railway Company | Des Moines, Iowa | St. Joseph, Missouri | 150.25 | |
| Total main line owned | | | | 680.93 |
| Chicago, St. Paul & Kansas City Railway Company | Hayfield Junction, Minnesota | Manly Junction, Iowa | 47.20 | |
| Chicago, St. Paul & Kansas City Railway Company | Sumner, Iowa | Hampton, Iowa | 61.95 | |
| Chicago, St. Paul & Kansas City Railway Company | Cedar Falls, Iowa | Wilton Junction, Iowa | 7.48 | |
| Chicago, St. Paul & Kansas City Railway Company | Valeria, Iowa | Coal Mines, Iowa | 5.20 | |
| Total branch lines owned | | | | 121.83 |
| St. Paul, Minneapolis & Manitoba Railroad and Terminal Companies | St. Paul, Minnesota | Minneapolis, Minnesota | 10.56 | |
| Duluth & Dubuque Bridge Company | Dubuque, Iowa | East Dubuque, Illinois | 0.50 | |
| Illinois Central Railroad Company | East Dubuque, Illinois | Portage Curve, Illinois | 13.16 | |
| Chicago, Burlington & Northern Railroad Company | Portage Curve, Illinois | Aiken, Illinois | 1.83 | |
| Chicago & Great Western Railway Company | Forest Home, Illinois | Chicago, Illinois | 10.18 | |
| Des Moines Union Railway Company | In Des Moines, Iowa | | 1.59 | |
| Total trackage rights | | | | 37.82 |
| Total mileage | | | | 849.58 |
| Deduct leased to Iowa Central Railway Company (branch line owned), from Lyle, Minnesota, to Manly Junction, Iowa | | | | 20.20 |
| Total mileage operated from January 1, 1889 | | | | 829.38 |
| Average mileage of line, Des Moines, Iowa, to St. Joseph, Missouri, not operated during year | | | | 79.63 |
| Average mileage operated during year | | | | 749.75 |
| Mileage operated in Iowa from January 1, 1889 | | | | 447.55 |
| Average mileage of line, Des Moines, Iowa, to Missouri State line, not operated during the year | | | | 48.60 |
| Average mileage operated during the year | | | | 398.65 |



## CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. June 30, 1889. | MARKET PRICE OF SHARES. Average for year. | DIVIDENDS DECLARED DURING YEAR. Rate. | DIVIDENDS DECLARED DURING YEAR. Amount. |
|---|---|---|---|---|---|---|---|
| CAPITAL STOCK— | | | | | | | |
| Common | $ 100.00 | $ 25,000,000.00 | $ 14,892,900.00 | | | | |
| Total | $ 100.00 | $ 25,000,000.00 | $ 14,892,900.00 | | | | |

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | PARTICULARS AND EXPLANATIONS. |
|---|---|---|---|
| ISSUED FOR CONSTRUCTION— | | | |
| Common | 148,929 | $ 14,892,900.00 | |
| Total | 148,929 | $ 14,892,900.00 | |

| | | |
|---|---|---|
| Amount of stock per mile of road | | $ 18,346.43 |
| Amount of stock representing road in Iowa | | 8,538,978.91 |
| Amount of stock held in Iowa | | 145,200.00 |
| Total number of stockholders | 340 | |
| Number of stockholders in Iowa | 45 | |

## FUNDED DEBT.

### COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. Date of issue. | TIME. When due. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | INTEREST. Rate. | INTEREST. When payable. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|---|---|---|---|---|
| Minnesota & Northwestern Railroad Company, first mortgage | July 1, 1884 | July 1, 1934 | $ 9,628,000.00 | $ 9,628,000.00 | $ 9,628,000.00 | .05 | July 1, Jan. 1 | $ *481,001.67 | $ † 480,325.00 |
| Chicago, St. Paul & Kansas City Railway Company, first mortgage | July 1, 1886 | July 1, 1936 | 9,068,000.00 | 9,068,000.00 | 9,068,000.00 | .05 | July 1, Jan. 1 | 318,366.66 | 427,675.00 |
| Income bonds | Dec. 1, 1887 | July 1, 1936 | 7,981,700.00 | 7,981,700.00 | 7,981,700.00 | .05 | When earned. | ..... | ..... |
| Three year notes | March 1, 1888 | March 1, 1891 | 1,200,000.00 | 1,200,000.00 | 1,200,000.00 | .06 | Mar. 1, Sept. 1 | 72,000.00 | 70,200.00 |
| Total | | | $ 27,877,700.00 | $27,877,700.00 | $27,877,700.00 | | | $ 871,368.33 | $ 978,200.00 |

Estimated amount of funded debt representing road in Iowa, $15,983,932.03.

* Not including interest during construction.

† Including interest during construction.

### RECAPITULATION OF FUNDED DEBT.

| ACCOUNT. | Amount issued. | Amount outstanding. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|
| Bonds | $ 27,877,700.00 | $ 27,877,700.00 | $ 871,368.33 | $ 978,200.00 |
| Total | $ 27,877,700.00 | $ 27,877,700.00 | $ 871,368.33 | $ 978,200.00 |



## CURRENT ASSETS AND LIABILITIES.

### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | | |
|---|---|---|
| Cash | | $ 32,067.47 |
| Bills receivable | | 1,259.86 |
| Due from agents | | 113,040.28 |
| Net traffic balances due from other companies | | 54,378.71 |
| Due from solvent companies and individuals | | 98,399.08 |
| Other cash assets: Materials and supplies on hand | 100,268.35 | |
| Stock in treasury to be issued at par on account of local aid when cash or equivalent is turned over to company | | 140,000.00 |
| Balance—current liabilities | | 943,128.50 |
| Total | | $ 1,382,273.84 |

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | |
|---|---|
| Loans and bills payable | 508,196.47 |
| Audited vouchers and accounts | 271,419.93 |
| Wages and salaries, including June, 1889 | 130,947.44 |
| Matured interest coupons unpaid | 471,710.00 |
| (For terminals and trackage during June, $21,105.49, unchecked in vouchers.) | |
| Total | $ 1,382,273.84 |

## RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| | | To Railroads. | To other Properties. | Miles. | Amount. | |
| Capital stock | $ 14,982,900.00 | $ 14,982,900.00 | | 811.76 | $ 18,346.43 | |
| Bonds | 27,877,700.00 | 27,877,700.00 | | 811.76 | 34,342.29 | |
| Total | $ 42,770,600.00 | $ 42,770,600.00 | | 811.76 | $ 52,688.72 | |

MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN INCOME ACCOUNT.

| NAME OF ROAD. | CAPITAL STOCK. | FUNDED DEBT. | CURRENT LIABILITIES. | TOTAL. | AMOUNT PER MILE OF ROAD. | |
|---|---|---|---|---|---|---|
| | | | | | Miles. | Amount. |
| Chicago, St. Paul & Kansas City Railway | $ 14,882,900.00 | $ 27,877,700.00 | $ 943,128.50 | $ 43,713,728.50 | 811.76 | $ 53,850.53 |
| Grand total | $ 14,882,900.00 | $ 27,877,700.00 | $ 943,128.50 | $ 43,713,728.50 | 811.76 | $ 53,850.55 |
| For Iowa | 8,358,978.91 | 15,883,932.03 | 540,750.55 | 25,063,661.49 | 465.45 | 53,850.55 |



PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. | | | Credits property and material sold. | Differences or net additions to property, etc. |
|---|---|---|---|---|---|
| | Included in operating expenses. | Not included in operating expenses. | Total expenditures. | | |
| CONSTRUCTION— | | | | | |
| Right of way | $ | $ 43,861.98 | $ 43,861.98 | $ | $ 43,861.98 |
| Other real estate | | 11,705.52 | 11,705.52 | | 11,705.52 |
| Fences | | 25,906.19 | 25,906.19 | | 25,906.19 |
| Grading and bridge and culvert masonry | | 180,518.64 | 180,518.64 | | 180,518.64 |
| Bridges and trestles | | 169,595.04 | 169,595.04 | | 169,595.04 |
| Rails | | | | | |
| Ties | | | | | |
| Buildings, furniture and fixtures | | 87,928.43 | 87,928.43 | | 87,928.43 |
| Shop machinery and tools | | 6,574.21 | 6,574.21 | | 6,574.21 |
| Engineering expenses | | 7,052.70 | 7,052.70 | | 7,052.70 |
| Interest during construction | | 161,602.47 | 161,602.47 | | 161,602.47 |
| Discount on securities sold for construction | | 50,837.49 | 50,837.49 | | 50,837.49 |
| Telegraph line | | 4,378.29 | 4,378.29 | | 4,378.29 |
| Sidings and yard extensions | | 12,554.00 | 12,554.00 | | 12,554.00 |
| Terminal facilities and elevators | | 91,049.03 | 91,049.03 | | 91,049.03 |
| Purchase of constructed road, stock issued on account of | | 110,000.00 | 110,000.00 | | 110,000.00 |
| Other items | | 84,322.59 | 84,322.59 | 23,000.00 | 61,322.59 |
| Total construction | $ | $1,036,976.58 | $ 1,036,976.58 | $ 23,000.00 | $1,033,976.58 |
| EQUIPMENT— | | | | | |
| Locomotives | | 395.01 | 395.01 | | 395.01 |
| Passenger cars | | 681.58 | 681.58 | | 681.58 |
| Freight cars | | 393.31 | 912.81 | | 912.81 |
| Other cars of all classes | | 1,264.42 | 393.31 | | 393.31 |
| Sleeping, parlor and dining cars | | 912.81 | 1,264.42 | | 1,264.42 |
| Total equipment | $ | $ 3,647.13 | $ 3,647.13 | $ | $ 3,647.13 |
| Grand total construction and equipment | $ | $ 1,000,623.71 | $ 1,000,623.71 | $ 23,000.00 | $1,037,623.71 |

Expended for construction and equipment in Iowa, $614,665.34.

## COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888. | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| CONSTRUCTION— | | | | |
| Right of way | | 43,861.98 | | |
| Other real estate | | 11,795.52 | | |
| Fences | | 25,906.19 | | |
| Grading and bridge and culvert masonry | | 180,518.64 | | |
| Bridges and trestles | | | | |
| Rails | | 169,595.04 | | |
| Ties | | | | |
| Buildings, furniture and fixtures | | 87,928.43 | | |
| Shop machinery and tools | | 6,574.21 | | |
| Engineering expenses | | 7,052.70 | | |
| Interest during construction | | 161,602.47 | | |
| Discount on securities sold for construction | | 59,837.49 | | |
| Telegraph line | | 4,578.29 | | |
| Sidings and yard extensions | | 12,554.00 | | |
| Terminal facilities and elevators | | 91,649.63 | | |
| Purchase of constructed road | | 110,000.00 | | |
| Other items | | 61,292.59 | | |
| Total construction | 39,855,501.81 | 1,033,976.58 | 40,889,478.39 | 55,271.29 |
| EQUIPMENT— | | | | |
| Locomotives | | 395.01 | | |
| Passenger cars | | 681.58 | | |
| Sleeping, parlor and dining cars | | 912.81 | | |
| Freight cars | | 353.71 | | |
| Other cars of all classes | | 1,294.42 | | |
| Total equipment | 2,005,976.34 | 3,647.13 | 2,009,623.47 | 2,475.64 |
| Grand total cost construction and equipment | 41,861,478.15 | 1,037,623.71 | 42,899,101.86 | 57,847.03 |

Grand total cost construction and equipment of road in Iowa, $24,475,707.89.

## INCOME ACCOUNT.

| | | |
|---|---|---|
| Gross earnings from operation | $ 2,702,839.22 | |
| Less operating expenses | 2,055,266.02 | |
| Income from operation | | $ 707,573.20 |
| Rentals of tracks, yards and termals | $ 15,146.52 | |
| Income from other sources | | 15,146.52 |
| Total income | | $ 722,719.72 |
| Deductions from income: | | |
| Interest on funded debt (accrued) | $ 871,368.33 | |
| Interest on interest-bearing current liabilities (accrued), not otherwise provided for | 10,975.53 | |
| Rentals, including tracks, yards and terminals | 236,825.58 | |
| Taxes | 69,832.05 | |
| Other deductions | 4,517.56 | |
| Total deductions from income | | $ 1,193,519.05 |
| Deficit | | $ 470,799.33 |
| Deficit from operations of year ending June 30, 1889 | | $ 470,799.33 |
| Deficit on June 30, 1888 | | 260,558.96 |
| Deficit on June 30, 1889 | | $ 731,358.29 |

Taxes paid in Iowa, $37,212.91.



## EARNINGS FROM OPERATION.

| | | |
|---|---|---|
| PASSENGER— | | |
| Passenger revenue | | $ 621,517.81 |
| Less payments: | | |
| Tickets redeemed | $ 1,719.93 | |
| Total deductions | | $ 1,719.93 |
| Total passenger revenue | | $ 619,797.88 |
| Mail | | 58,857.20 |
| Express | | 65,779.04 |
| Extra baggage and storage | | 5,913.71 |
| Other items | | 63,240.93 |
| Total passenger earnings | | $ 813,588.66 |
| FREIGHT— | | |
| Freight revenue | | $ 1,906,703.98 |
| Less repayments: | | |
| Overcharge to shippers | $ 35,250.72 | |
| Total deductions | | $ 35,250.72 |
| Total freight revenue | | $ 1,871,453.26 |
| Total freight earnings | | $ 1,871,453.26 |
| Total passenger and freight earnings | | $ 2,685,054.92 |
| OTHER EARNINGS FROM OPERATION— | | |
| Car mileage | $ 60,248.48 | |
| Telegraph companies | 1,260.69 | |
| Rentals not otherwise provided for | 3,718.34 | |
| Other sources | 12,559.79 | |
| Total other earnings | | $ 77,787.30 |
| Total gross earnings from operation | | $ 2,762,889.22 |
| Total gross earnings from operation in Iowa | | 1,135,675.54 |

| | |
|---|---|
| Operating expenses per mile of road operated (average, 740.75 miles) | $ 2,741.27 |
| Operating expenses per train mile (trains earning revenue) | 75.56 |
| Proportion of operating expenses and taxes for Iowa | 844,321.34 |
| Percentage of operating expenses to earnings (whole road) | 74.39 |
| Net earning per train mile (income from operation, less operating expenses) | 26.01 |
| Percentage of net earnings to stock and debt | .01.69 |
| Percentage of net earnings to cost of road and equipment | .01.68 |
| Deficit at the commencement of the year | 260,558.96 |
| Deficit at the close of the year | 731,358.29 |
| *The amount of its own stock owned by the company | 140,000.00 |

## STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|---|---|---|---|
| Minnesota Transfer Railway Company | $ 700,000.00 | .... | .... |
| Total | $ 700,000.00 | .... | .... |

*This stock is in the treasury to be issued at par on account of local aid when cash or equivalent is turned over to the company.

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

| DESIGNATION AND SITUATION OF PROPERTY LEASED. | NAME OF COMPANY USING PROPERTY | ITEM. | TOTAL. |
|---|---|---|---|
| TRACKS— | | | |
| From Lyle, Minnesota, to Manly Junction, Iowa, 30.38 miles | Iowa Central Railway Company | $ 12,785.64 | |
| Total | | | $ 12,785.64 |
| YARDS— | | | |
| Lyle, Minnesota | Iowa Central Railway Company | $ 298.30 | |
| Lyle, Minnesota | Illinois Central Railroad Company | 169.32 | |
| Total | | | 467.62 |
| TERMINALS— | | | |
| Lyle, Minnesota | Iowa Central Railway Company | $ 980.04 | |
| Lyle, Minnesota | Illinois Central Railroad Company | 913.32 | |
| Total | | | 1,893.36 |
| Grand total rentals received | | | $ 15,146.62 |



OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | $ 97,302.63 | $ 107,114.66 | $ 204,417.29 |
| Renewals of rails | 2,549.83 | 2,803.96 | 5,353.79 |
| Renewals of ties | 773.20 | 800.82 | 574.08 |
| Repairs of bridges and culverts | 18,300.98 | 20,146.46 | 38,447.44 |
| Repairs of fences, road-crossings, signs, and cattle-guards | 2,270.10 | 2,499.03 | 4,769.13 |
| Repairs of buildings | 14,240.06 | 17,193.05 | 31,402.11 |
| Repairs of telegraph | 2,173.43 | 2,392.69 | 4,566.03 |
| Total | $ 137,119.29 | $ 152,413.58 | $ 289,532.87 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | $ 32,387.25 | $ 53,582.57 | $ 85,969.80 |
| Repairs and renewals of passenger cars | 46,934.34 | | 46,934.34 |
| Repairs and renewals of freight cars | | 62,231.64 | 62,231.64 |
| Shop machinery, tools, etc | 900.48 | 901.29 | 1,801.77 |
| Other expenses | 57.48 | 63.27 | 120.75 |
| Total | $ 80,279.53 | $ 116,808.77 | $ 197,148.30 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of engineman, firemen, and roundhousemen | $ 92,978.79 | $ 124,705.02 | $ 217,141.71 |
| Fuel for locomotives | 90,092.51 | 157,986.54 | 248,079.05 |
| Water-supply for locomotives | 5,656.69 | 6,227.12 | 11,883.81 |
| All other supplies for locomotives | 7,092.70 | 9,910.59 | 17,003.38 |
| Wages of other trainmen | 43,434.07 | 99,177.99 | 142,612.06 |
| All other train supplies | 38,651.71 | 10,630.78 | 53,282.49 |
| Wages of switchmen, flagmen and watchmen | 8,730.52 | 102,357.24 | 111,073.76 |
| Expense of telegraph, including train dispatchers and operators | 30,849.91 | 53,960.83 | 74,810.74 |
| Wages of station agents, clerks and laborers | 30,867.67 | 147,573.47 | 184,740.14 |
| Station supplies | 4,435.44 | 8,940.88 | 13,376.32 |
| Switching charges—balance | | 8,889.57 | 8,889.57 |
| Car mileage | 6,871.65 | 40,351.70 | 47,223.42 |
| Loss and damage | 4,691.63 | 19,617.32 | 24,308.95 |
| Injuries to persons | 12,718.01 | 27,742.19 | 40,460.20 |
| Other expenses | 2,710.63 | 6,959.61 | 9,670.24 |
| Total | $ 385,197.93 | $ 811,345.91 | $ 1,196,543.84 |
| GENERAL EXPENSES— | | | |
| Salaries of officers<br>Salaries of clerks | $ 43,486.60 | $ 47,871.82 | $ 91,358.42 |
| General office expenses and supplies | 10,036.70 | 11,048.82 | 21,085.52 |
| Agencies, including salaries and rent | 46,459.36 | 52,260.68 | 98,720.04 |
| Advertising | 25,550.17 | | 25,550.17 |
| Commissions | 15,192.45 | | 15,192.45 |
| Insurance | 1,954.53 | 2,162.63 | 4,127.16 |
| Expense of traffic associations | 1,360.57 | 3,572.09 | 4,932.66 |
| Expense of stock yards and elevators | | 829.80 | 829.80 |
| Legal expenses | 6,360.76 | 6,715.96 | 12,816.72 |
| Stationery and printing | 16,780.70 | 18,451.78 | 35,231.48 |
| Other general expenses | 15,187.98 | 17,402.89 | 32,590.87 |
| Chicago terminal expenses | 2,808.18 | 25,273.62 | 28,081.80 |
| Minneapolis terminal expenses | 1,413.92 | | 1,413.92 |
| Total | $ 186,350.92 | $ 185,690.09 | $ 372,041.01 |

OPERATING EXPENSES—CONTINUED.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | $ 137,119.29 | $ 152,413.58 | $ 289,532.87 |
| Maintenance of equipment | 80,279.53 | 116,868.77 | 197,148.30 |
| Conducting transportation | 385,197.62 | 811,345.91 | 1,196,543.84 |
| General expenses | 186,350.92 | 185,590.69 | 372,941.61 |
| Grand total | $ 788,947.07 | $ 1,267,318.35 | $ 2,055,266.62 |
| Operating expenses for Iowa | $ 312,763.61 | $ 494,849.51 | $ 807,613.12 |
| Percentage of operating expenses to earnings | 74.39 | | |

FENCING IN IOWA.

| | |
|---|---|
| How many miles of fencing have you on your road in Iowa? | 806.20 |
| What is the average cost per mile? | $ 217.27 |
| What is the total cost of same? | 175,164.00 |
| How many miles of new fencing have you built during the year? | 20.30 |
| Give the number of miles needed to complete your fencing in Iowa | 72.40 |



RENTS PAID FOR LEASE OF OTHER PROPERTY.

| DESIGNATION OF PROPERTY. | SITUATION OF PROPERTY LEASED. | NAME OF COMPANY OWNING PROPERTY LEASED. | ITEM. | TOTAL. |
|---|---|---|---|---|
| Tracks | Between East Dubuque, Ill., and Portage Curve, Ill. | Illinois Central R. R. | $ 16,382.35 | |
| | Between Portage Curve, Ill., and Aiken, Ill. | Chicago, Burl. & Northern R. R. | 4,498.44 | |
| | Between St. Paul and Minneapolis, Minn. | St. Paul, Minn. & Manitoba R. R. / Minneapolis Union R'y. | 25,000.04 | |
| Bridges | Dubuque Bridge | Dubuque & Dunleith Bridge Co. | 30,000.00 | |
| Total | | | | $ 75,882.81 |
| Equipment | | Railway Equipment Co. of Minn. | | 54,582.81 |
| Right of way | Lyle, Minn., to Iowa State Line | Chicago, Milwaukee & St. Paul R'y | | 50.00 |
| Terminals | Tracks and buildings, Chicago, Ill. | Chicago & Great Western R'y | $ 100,599.96 | |
| | Tracks and buildings, Des Moines, Iowa | Des Moines Union R'y | 5,750.00 | |
| Total | | | | 106,349.96 |
| Total rentals | | | | $ 236,865.58 |
| Grand total rentals paid | | | | $ 236,865.58 |

## GENERAL BALANCE SHEET.

### DEBIT.

| | | |
|---|---|---|
| Cost of road | $ 40,889,478.39 | |
| Cost of equipment | 2,009,623.47 | |
| Stocks of other companies owned | 7,000.00 | |
| OTHER ASSETS— | | |
| Materials and supplies | 100,268.35 | |
| Profit and loss | 731,358.29 | |
| Total | | $ 43,737,728.50 |

### CREDIT.

| | | |
|---|---|---|
| Capital stock | $ 14,847,900.00 | |
| Funded debt | 27,877,700.00 | |
| Current liabilities | 943,128.50 | |
| Accrued interest on funded debt not yet payable | 24,000.00 | |
| Total | | $ 43,737,728.50 |

## CONSTRUCTION OF ROAD.

| | |
|---|---|
| Expended on construction of new road, including material, labor, lands, etc | $ 624,222.73 |
| Interest during construction (the amount paid on bonds) | 161,502.47 |
| Discount on bonds | 50,837.49 |
| Additional construction on operated lines | 98,215.89 |
| Stock issued in exchange for outstanding stock of purchased lines | 110,000.00 |
| Additions to rolling stock | 3,647.13 |
| Total construction | $ 1,037,623.71 |

## CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

### RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| NET INCOME: | | |
| From operation | $ 707,573.20 | |
| From other sources | 15,146.52 | |
| Total | | $ 722,719.72 |
| INCREASE IN LIABILITIES: | | |
| Sale of bonds | $ 488,000.00 | |
| Increase in current liabilities | 442,682.15 | |
| Total | | $ 930,682.15 |
| DECREASE IN ASSETS: | | |
| Cash on hand | $ 34,495.58 | |
| Other assets | 543,245.31 | |
| Total | | $ 577,740.89 |
| Grand total | | $ 2,231,142.76 |



### RESOURCES ACCOUNTED FOR.

| | | |
|---|---|---|
| FIXED CHARGES: | | |
| Interest on funded debt paid | $ 978,200.00 | |
| Other interest paid | 10,975.53 | |
| Rentals | 236,825.58 | |
| Taxes | 69,832.05 | |
| Total | | $ 1,295,923.16 |
| BETTERMENTS TO PROPERTY: | | |
| Construction of new road | $ 679,003.53 | |
| Other permanent improvements | 78,213.89 | |
| Additional equipment | 3,647.13 | |
| Total | | $ 760,864.55 |
| MISCELLANEOUS: | | |
| Discount on bonds sold | $ 50,837.49 | |
| Property purchased | 110,000.00 | |
| Other expenditures | 4,517.56 | |
| Total | | $ 174,355.05 |
| Grand total | | $ 2,231,142.76 |

## IMPORTANT CHANGES DURING THE YEAR.

The extension of the line from Des Moines, Iowa, to St. Joseph, Mo., 150.25 miles, was regularly opened for traffic about January 1, 1880.

| | | |
|---|---|---|
| Bonds issued on account of— | | |
| Terminals ($372,200.05) | $ 372,200.00 | |
| New road (379 miles) | 115,800.00 | |
| | | $ 488,000.00 |

## CONTRACTS, AGREEMENTS, ETC.

### EXPRESS COMPANIES.

The United States Express Company receives and delivers goods at express cars, and pays a fixed annual mileage per mile of road for the use of the railway company's express cars and the hauling of same in passenger trains.

### MAILS.

The United States Government pays on a basis of amount and character of service. The railway company delivers the mails at all terminal points and intermediate stations at which post-offices are located within eighty rods of the depot. Rate of pay not yet fixed on entire line.

### SLEEPING, PARLOR AND DINING-CARS.

Own and run our own dining-cars. The Mann Boudoir Sleeping-car Co., operated by the Pullman Co., furnishes the necessary number of sleeping-cars, and receives the revenue derived therefrom. Extra attendants are paid by the sleeping-car company. Also, Pullman sleeping-cars are run over the line between St. Paul and Lyle, forming a through line with Iowa Central and Wabash Railways between St. Paul, Minn., and St. Louis, Mo. The Pullman Co. receives the extra revenue derived, and also mileage hire for use of cars.

### FREIGHT OR TRANSPORTATION COMPANIES, OR LINES.

Traffic contract with Iowa Central Railway, *via* Lyle Division, of freight revenue on mileage basis, but not less than 33⅓ per cent to either company.

### OTHER RAILROAD COMPANIES.

Through billing arrangements with all connections, dividing revenue on various fixed percentages.

### TELEGRAPH COMPANIES.

The Postal Telegraph Cable Co. operates the telegraph lines, and by contract furnishes the necessary wires and facilities to the railway company for the transaction of its business on the line of the road. Operators at railway stations are paid by railway company, and perform service for telegraph company. Operators at city or outside offices are paid by telegraph company. Material for maintenance is supplied by telegraph company, and labor for maintenance is furnished by railway company.



SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | Miles. | Amount of mortgage per mile of line. | What equipment mortgaged—total of mortgage. | What income mortgaged—equipment. | What securities mortgaged. |
|---|---|---|---|---|---|---|
| First mortgage, 5 per cent gold bonds | From St. Paul, Minn., to Manly Junction, Iowa | 120.40 | | | | |
| Minnesota & Northwestern R. R. Co. | Hayfield, Minn., to Dubuque, Iowa | 171.02 | | | | |
| | Aiken, Ill., to Forest Home, Ill. | 146.73 | | | | |
| | Sumner, Iowa, to Hampton, Iowa | 63.00 | | | | |
| Total | | 510.15 | 16,000.00 | 8,162,000.00 | | |
| Minnesota & Northwestern R. R. Co. | Drawbridge at St. Paul, Minn | | | 209,847.00 | | |
| | Double Track between South St. Paul and St. Paul | 4.40 | 8,000.00 | 35,200.00 | | |
| | Terminals at St. Paul, Minn | | | 660,768.58 | | |
| | Terminals at Minneapolis, Minn | | | 500,508.44 | | |
| Total issue of Minn. & Northwestern R. R. bonds | | | | 9,628,000.00 | | |
| First mortgage, 5 per cent gold bonds | From Oelwein, Iowa, to St. Joseph, Mo | 289.96 | | | | |
| Chi., St. Paul & Kansas City R'y Co. | Cedar Falls, Iowa, to Wilson Junction, Iowa | 7.48 | | | | |
| | Valeria, Iowa, to Coal Mines, Iowa | 3.20 | | | | |
| | Extension of line in Hampton, Iowa | .90 | | | | |
| Total | | 301.54 | 20,000.00 | 6,030,800.00 | | |
| Chi., St. Paul & Kansas City R'y Co. | Terminals at St. Paul, Minn | | | 41,145.44 | | |
| | Terminals at Marshalltown, Iowa | | | 54,099.68 | | |
| | Terminals at Kansas City, Kansas | | | 221,655.59 | | |
| | Terminals at St. Joseph, Mo | | | 305,732.01 | | |
| | Terminals at Des Moines, Iowa | | | 222,676.03 | | |
| | Terminals at Waterloo, Iowa | | | 114,376.75 | | |
| | Equipment | | | 2,005,976.34 | All equipment. | |
| Total issue of Chi., St. Paul & Kansas City R'y bonds | | | | 9,068,000.00 | | |
| Income bonds of Chi., St. Paul & Kansas City R'y Co | Whole line | 811.69 | 9,833.43 | 7,981,700.00 | | |
| Three-year collateral notes of Chi., St. Paul & Kansas City R'y Co | | 510.15 | 2,352.25 | 1,200,000.00 | * | |

*Collateral, $1,000,000 M. & N. W. R. R. Co. debenture and equipment 5 per cent gold bonds, a 2d mort. on above 510.15 miles of M. & N. W. R. R.

## EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers | 23 | $ 62,847.02 | $ |
| General office clerks | 66 | 49,122.97 | 2.05 |
| Station agents | 128 | 80,664.95 | 1.74 |
| Other station men | 148 | 85,978.82 | 1.60 |
| Engineers | 82 | 128,658.25 | 5.00 |
| Firemen | 81 | 72,300.05 | 2.84 |
| Conductors | 70 | 71,323.25 | 3.37 |
| Other trainmen | 122 | 80,241.76 | 2.11 |
| Machinists | 42 | 37,664.95 | 2.87 |
| Carpenters | 127 | 90,577.00 | 2.44 |
| Other shopmen | 220 | 136,106.27 | 1.98 |
| Section foremen | 129 | 70,214.90 | 1.75 |
| Other trackmen | 378 | 158,112.99 | 1.34 |
| Switchmen, flagmen and watchmen | 55 | 44,094.60 | 2.56 |
| Telegraph operators and dispatchers | 67 | 43,798.80 | 2.85 |
| All other employes and laborers | 416 | 257,250.84 | 2.01 |
| Total | 2,147 | $ 1,474,241.43 | |
| DISTRIBUTION OF ABOVE: | | | |
| General administration | 154 | $ 181,653.50 | |
| Maintenance of way and structures | 450 | 231,503.75 | |
| Maintenance of equipment | 298 | 199,970.82 | |
| Conducting transportation | 871 | 663,364.76 | |
| Construction and additions | 374 | 201,078.62 | |
| Total | 2,147 | $ 1,474,241.43 | |

Number of employes in Iowa, 868.
Amount paid employes, in Iowa, $541,398.68.



## PASSENGER, FREIGHT, AND TRAIN MILEAGE.

| | | |
|---|---|---|
| PASSENGER TRAFFIC: | | |
| Number of passengers carried earning revenue | 1,153,168 | |
| Number of passengers carried one mile | 27,758,311 | |
| Average distance carried, miles | 24.10 | |
| Total passenger revenue | | $ 619,797.88 |
| Average amount received from each passenger | | .53.75 |
| Average receipts per passenger per mile | | .02.23 |
| Estimated cost of carrying each passenger one mile | | .02.16 |
| Passenger earnings per mile of road (749.75, average mileage) | | 826.67 |
| Passenger earnings per train mile | | .48.32 |
| FREIGHT TRAFFIC: | | |
| Number of tons carried of freight earning revenue | 935,479 | |
| Number of tons carried one mile | 197,258,630 | |
| Average distance haul of one ton, miles | 210.90 | |
| Total freight revenue | | $ 1,871,453.26 |
| Average amount received for each ton of freight | | 2.00 |
| Average receipts per ton per mile | | .00.95 |
| Estimated cost of carrying one ton one mile | | .00.64 |
| Freight earnings per mile of road (749.75, average mileage) | | 2,496.10 |
| Freight earnings per train mile | | 1.30.2 |
| PASSENGER AND FREIGHT: | | |
| Passenger and freight earnings | | $ 2,491,251.14 |
| Passenger and freight earnings per mile of road (749.75, average mileage) | | 3,332.77 |
| Expense per mile of road (749.75, average mileage) | | 2,741.27 |
| Total earnings per mile of road, including mails, express, etc. (749.75, average mileage) | | 3,581.26 |
| Number of passenger trains | 28,040 | |
| Number of freight trains | 13,040 | |
| TRAIN MILEAGE: | | |
| Miles run by passenger trains | 1,282,741 | |
| Miles run by freight trains | 1,437,400 | |
| Total mileage trains earning revenue | 2,720,141 | |
| Miles run by switching trains | 557,097 | |
| Miles run by construction and other trains | 103,792 | |
| Grand total train mileage | 3,381,030 | |
| Mileage of loaded freight cars—north or west | 10,400,102 | |
| Mileage of loaded freight cars—south or east | 10,563,631 | |
| Mileage of empty freight cars—north or west | 2,866,473 | |
| Mileage of empty freight cars—south or east | 2,679,426 | |
| Average number of freight cars in train | 18.5 | |
| Average number of loaded cars in train | 14.6 | |
| Average number of empty cars in train | 3.9 | |
| Average number of tons of freight in train | 137.23 | |
| Average number of tons of freight in each loaded car | 9.40 | |

## FREIGHT TRAFFIC MOVEMENT—IOWA.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | 40,760 | 20,148 | 60,908 | 10.51 |
| Flour | 45,505 | 6,523 | 53,028 | 9.15 |
| Other mill products | 12,202 | 739 | 12,941 | 2.23 |
| Hay | 2,762 | 2,249 | 5,041 | .87 |
| Tobacco | 41 | 33 | 74 | .01 |
| Fruit and vegetables | 12,072 | 7,376 | 19,447 | 3.35 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | 43,688 | 12,135 | 55,823 | 9.63 |
| Dressed meats | 1,439 | 562 | 2,001 | .35 |
| Other packing-house products | 9,065 | 2,272 | 11,337 | 1.95 |
| Poultry, game and fish | 1,770 | 185 | 1,955 | .34 |
| Wool | 248 | 1 | 249 | .04 |
| Hides and leather | 1,936 | 415 | 2,351 | .41 |
| Dairy products | 2,908 | 190 | 3,098 | .53 |
| PRODUCTS OF MINES— | | | | |
| Anthracite coal | 1,108 | 1,666 | 2,774 | .48 |
| Bituminous coal | 41,070 | 60,624 | 101,694 | 17.55 |
| Coke | 927 | 83 | 710 | .12 |
| Ores | 814 | 153 | 967 | .17 |
| Stone, sand, and other like articles | 4,293 | 348 | 4,641 | .80 |
| Salt | 3,304 | 805 | 4,009 | .70 |
| PRODUCTS OF FOREST— | | | | |
| Lumber | 45,051 | 31,770 | 76,821 | 13.25 |
| Other | 7,178 | 1,072 | 8,250 | 1.42 |
| MANUFACTURES— | | | | |
| Petroleum and other oils | 5,643 | 36 | 5,679 | .97 |
| Sugar | 8,113 | 740 | 8,853 | 1.53 |
| Iron, pig and bloom | 6,935 | 824 | 7,759 | 1.34 |
| Iron and steel rails | 674 | 3,082 | 3,756 | .65 |
| Other castings and machinery | 5,249 | 1,022 | 6,271 | 1.10 |
| Bar and sheet metal | 750 | 78 | 828 | .14 |
| Cement, brick and lime | 4,744 | 1,428 | 6,172 | 1.06 |
| Agricultural implements | 2,979 | 593 | 3,572 | .62 |
| Wagons, carriages, tools, etc | 1,074 | 507 | 1,581 | .27 |
| Wines, liquors and beers | 2,997 | 529 | 3,526 | .61 |
| Household goods and furniture | 2,581 | 576 | 3,157 | .54 |
| MERCHANDISE | 71,296 | 5,662 | 76,868 | 13.26 |
| ICE | 1,139 | 3,010 | 4,149 | .72 |
| MISCELLANEOUS— | | | | |
| Other commodities not mentioned above | 16,740 | 2,724 | 19,464 | 3.35 |
| Total tonnage | 409,754 | 170,100 | 579,854 | 100 |

NOTE.—The column headed, "freight originating on this road," includes a small tonnage of freight billed on local billing, from one point to another on Chicago, St. Paul & Kansas City Railway, which was received from connecting lines, from points not covered in through billing arrangements.



## FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on the road. Whole tons. | Freight received from connecting roads and other carriers, whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | 83,419 | 31,718 | 115,137 | 12.31 |
| Flour | 47,197 | 13,083 | 60,280 | 6.44 |
| Other mill products | 20,334 | 1,556 | 21,910 | 2.34 |
| Hay | 6,206 | 4,018 | 10,224 | 1.09 |
| Tobacco | 112 | 5 | 117 | .01 |
| Fruit and vegetables | 14,088 | 17,823 | 31,911 | 3.41 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | 103,381 | 21,024 | 124,605 | 13.32 |
| Dressed meats | 10,868 | 335 | 11,203 | 1.20 |
| Other packing-house products | 28,147 | 3,971 | 32,118 | 3.43 |
| Poultry, game and fish | 1,221 | 268 | 1,489 | .16 |
| Wool | 286 | 26 | 312 | .03 |
| Hides and leather | 2,371 | 630 | 3,001 | .32 |
| Dairy products | 3,458 | 709 | 4,167 | .45 |
| PRODUCTS OF MINES— | | | | |
| Anthracite coal | 304 | 2,689 | 2,993 | .32 |
| Bituminous coal | 53,083 | 75,828 | 128,911 | 13.78 |
| Coke | 834 | 79 | 903 | .10 |
| Ores | 1,046 | 732 | 1,778 | .19 |
| Stone, sand and other like articles | 12,279 | 1,960 | 14,242 | 1.52 |
| Salt | 6,706 | 934 | 7,630 | .82 |
| PRODUCTS OF FOREST— | | | | |
| Lumber | 54,942 | 79,668 | 134,610 | 14.39 |
| Other | 13,443 | 1,602 | 15,045 | 1.61 |
| MANUFACTURES— | | | | |
| Petroleum and other oils | 6,152 | 111 | 6,263 | .68 |
| Sugar | 8,201 | 1,140 | 9,341 | 1.00 |
| Iron, pig and bloom | 672 | 2,680 | 3,352 | .35 |
| Iron and steel rails | 752 | 3,325 | 4,077 | .44 |
| Other castings and machinery | 6,344 | 2,167 | 8,511 | .91 |
| Bar and sheet metal | 6,986 | 357 | 7,343 | .78 |
| Cement, brick and lime | 12,332 | 3,589 | 15,921 | 1.70 |
| Agricultural implements | 3,181 | 1,102 | 4,183 | .45 |
| Wagons, carriages, tools, etc | 925 | 859 | 1,784 | .19 |
| Wines, liquors and beers | 4,148 | 5,016 | 9,163 | .98 |
| Household goods and furniture | 3,386 | 1,103 | 4,489 | .48 |
| MERCHANDISE | 82,730 | 15,900 | 98,630 | 10.54 |
| MISCELLANEOUS— | | | | |
| Other commodities not mentioned above | 27,129 | 12,798 | 39,927 | 4.26 |
| Total tonnage | 626,766 | 308,713 | 935,479 | 100 |

## DESCRIPTION OF EQUIPMENT

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. Number. | EQUIPPED WITH TRAIN BRAKE. Kind. | CARS FITTED WITH AUTOMATIC COUPLER. Number. | CARS FITTED WITH AUTOMATIC COUPLER. Kind. |
|---|---|---|---|---|---|---|
| LOCOMOTIVES— | | | | | | |
| Passenger | | 27 | 27 | Westinghouse | | |
| Freight | | 51 | 49 | Westinghouse | | |
| Switching | | 4 | 4 | Westinghouse | | |
| Total | | 82 | 80 | Westinghouse | | |
| CARS IN PASSENGER SERVICE— | | | | | | |
| First-class passenger cars | | 10 | 10 | Westinghouse | 10 | Miller. |
| Second-class passenger cars | | 19 | 19 | Westinghouse | 19 | Miller. |
| Dining cars | 1 | 3 | 3 | Westinghouse | 3 | Miller. |
| Buffet cars | | 1 | 1 | Westinghouse | 1 | Miller. |
| Business cars | | 2 | 2 | Westinghouse | 2 | Miller. |
| Baggage, express and postal cars | 1 | 21 | 21 | Westinghouse | 21 | Miller. |
| Other cars in passenger service | 12 | 12 | 12 | Westinghouse | 12 | Miller. |
| Total | 14 | 68 | 68 | Westinghouse | 68 | Miller. |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Box cars | | 1,558 | | | | |
| Flat cars | | 362 | | | | |
| Stock cars | | 469 | | | | |
| Coal cars | | 215 | | | | |
| Refrigerator cars | | 9 | | | | |
| Other cars, implement and wagon | | 5 | | | | |
| Total | | 2,618 | | | | |
| CARS IN COMPANY'S SERVICE— | | | | | | |
| Derrick cars | | 3 | | | | |
| Caboose cars | | 56 | | | | |
| Other road cars | | 16 | | | | |
| Total | | 75 | | | | |
| Total owned | 14 | 2,761 | 68 | Westinghouse | 68 | Miller. |
| Cars leased | 45 | 1,045 | 5 | Westinghouse | 5 | Miller. |
| Grand total | 59 | 3,888 | 153 | Westinghouse | 73 | Miller. |



## MILEAGE.

### A. MILEAGE OF ROAD OPERATED.

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track | 689.93 | 121.83 | | | | 37.82 | 849.53 | | 28.80 | 820.78 |
| Miles of second track | 4.40 | | | | | | 4.40 | | | 4.40 |
| Miles of yard track, sidings and spurs | 103.96 | 10.95 | | | | 4.20 | 20.80 | | 3.10 | 116.01 |
| Deduct leased to Iowa Central Railway Company 20.20 miles main track and 0.61 miles sidings | | 20.81 | | | | | 119.11 | | | 20.81 |
| Total mileage operated (all tracks) | 798.29 | 111.97 | | | | 42.02 | 952.28 | | 31.90 | 920.38 |

### B. MILEAGE OF LINE BY STATES AND TERRITORIES.

#### I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | New line constructed during year. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Minnesota | 110.65 | 27.00 | | | | | 137.65 | 10.56 | | 148.21 |
| Iowa | 371.00 | 74.63 | | | | | 445.63 | 1.92 | 28.80 | 418.75 |
| Illinois | 146.82 | | | | | | 146.82 | 25.34 | | 172.16 |
| Missouri | 61.46 | | | | | | 61.46 | | | 61.46 |
| Total mileage operated (single track) | 689.93 | 101.63 | | | | | 791.56 | 37.82 | 28.80 | 800.58 |

MILEAGE—CONTINUED.

11. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | New line constructed during year. | Total mileage, including trackage rights. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Minnesota | 110.65 | 27.40 | | | | | | | | |
| Iowa | 371.00 | 94.45 | | | | | | | | |
| Illinois | 146.99 | | | | | | | | | |
| Missouri | 61.46 | | | | | | | | | |
| Total mileage owned (single track) | 680.10 | 121.85 | | | | | | | | |



RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. Kind. | Tons. | Weight per yard, lbs. | Average price per ton at distributing point. | NEW TIES LAID DURING YEAR. Kind. | Number. | Average price at distributing points. |
|---|---|---|---|---|---|---|
| Steel | 597.09 | 60 | $ 29.00 | Oak | 1,148 | $ .50 |
| Total steel | 597.09 | 60 | 29.00 | Total | 1,148 | $ .50 |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | Wood, cords—hard. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|
| Passenger | 45,886 | 1,110 | 46,626 | 1,202,971 | 72.12 |
| Freight | 80,504 | 1,418 | 81,549 | 1,828,933 | 89.50 |
| Switching | 12,413 | 381 | 12,967 | 557,097 | 45.47 |
| Construction | 2,711 | 53 | 2,747 | 103,792 | 52.93 |
| Total | 141,604 | 2,962 | 143,580 | 3,592,853 | 79.95 |
| Average cost at distributing point | $ 1.94½ | $ 2.29 | | | |

ACCIDENTS TO PERSONS IN IOWA.

| KIND OF ACCIDENT. | EMPLOYES. TRAINMEN. Killed. | TRAINMEN. Injured. | SWITCHMEN, FLAGMEN AND WATCHMEN. Killed. | SWITCHMEN, FLAGMEN AND WATCHMEN. Injured. | OTHER EMPLOYES. Killed. | OTHER EMPLOYES. Injured. | TOTAL. Killed. | TOTAL. Injured. |
|---|---|---|---|---|---|---|---|---|
| Coupling and uncoupling | | 10 | | 1 | | | | 11 |
| Falling from trains and engines | 1 | 4 | | | | | 1 | 4 |
| Derailments | | 2 | | | | | | 2 |
| At stations | | 2 | | | | | | 2 |
| Total | 1 | 18 | | 1 | | | 1 | 19 |

ACCIDENTS TO PERSONS IN IOWA—CONTINUED.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Derailments | | 2 | | | | | | 2 |
| At stations | | | | 1 | | | | 1 |
| Total | | 2 | | 1 | | | | 3 |

ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYES. | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN, AND WATCHMEN. | | OTHER EMPLOYES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling | | 15 | | 3 | | | | 18 |
| Falling from trains and engines | 4 | 6 | | | 1 | | 5 | 6 |
| Derailments | | | | | | | | |
| Other train accidents | | | | | | | | |
| At stations | | | | | 1 | 15 | 1 | 19 |
| Other causes | | 4 | | | | | | 4 |
| Total | 4 | 36 | | 3 | 2 | 15 | 6 | 54 |

ACCIDENTS TO PERSONS—CONTINUED.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Collisions | 2 | | | | | | 2 | |
| Derailments | | 2 | | | | | | 2 |
| At highway crossing | | | | | | | | |
| At stations | | 1 | | | | | | 1 |
| Other causes | | | | | | | | |
| Total | 2 | 3 | 3 | 6 | | | 3 | 9 |



CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | PROFILE. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | Length of level line—miles. | Ascending grades. | | | Descending grades. | | |
| | | | | | | | Number. | Sum of ascents—feet. | Aggregate length of ascending grades—miles. | Number. | Sum of descents—feet. | Aggregate length of descending grades—miles. |
| St. Paul, Minnesota | Dubuque, Iowa | 263.62 | 861 | 141.00 | 121.48 | 142.14 | 1,172 | 6,189.5 | 222.07 | 1,172 | 6,189.5 | 222.07 |
| Aiken, Illinois | Chicago, Illinois | 146.82 | 193 | 31.57 | 116.60 | 30.22 | 1,172 | 6,189.5 | 222.07 | 1,172 | 6,189.5 | 222.07 |
| Oelwein, Iowa | Des Moines, Iowa | 130.33 | 193 | 37.40 | 92.93 | 37.40 | 1,172 | 6,189.5 | 222.07 | 1,172 | 6,189.5 | 222.07 |
| Des Moines, Iowa | St. Joseph, Missouri | 150.25 | 170 | 37.26 | 121.87 | 28.38 | 1,172 | 6,189.5 | 222.07 | 1,172 | 6,189.5 | 222.07 |
| Hayfield Junction, Minnesota | Manly Junction, Iowa | 47.30 | 224 | 3.75 | 43.43 | 14.19 | 1,172 | 6,189.5 | 222.07 | 1,172 | 6,189.5 | 222.07 |
| Manly Junction, Iowa | Hampton, Iowa | 61.05 | 67 | 15.13 | 48.39 | 19.58 | 1,172 | 6,189.5 | 222.07 | 1,172 | 6,189.5 | 222.07 |
| Cedar Falls, Iowa | Oelwein, Iowa | 7.48 | 12 | 2.53 | 4.83 | 2.67 | 1,172 | 6,189.5 | 222.07 | 1,172 | 6,189.5 | 222.07 |
| Valeria, Iowa | Coal Mines, Iowa | 3.20 | 12 | .53 | 2.67 | .67 | 1,172 | 6,189.5 | 222.07 | 1,172 | 6,189.5 | 222.07 |
| Total | | 811.76 | 869 | 155.66 | 656.10 | 174.05 | 555 | 10,480.5 | 311.98 | 559 | 10,287.5 | 320.83 |

CHARACTERISTICS OF ROAD—IN IOWA.

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minnesota State Line | Dubuque, Iowa | 142.98 | 168 | 21.40 | 121.48 | 31.32 | 113 | 1,572.5 | 63.96 | 128 | 3,362.5 | 67.58 |
| Oelwein, Iowa | Des Moines, Iowa | 130.33 | 193 | 37.40 | 92.93 | 38.02 | 174 | 2,092.5 | 74.09 | 175 | 2,092.5 | 61.48 |
| Des Moines, Iowa | Missouri State Line | 97.70 | 110 | 25.00 | 72.70 | 17.30 | 62 | 1,382 | 44.42 | 67 | 966.5 | 36.17 |
| Minnesota State Line | Manly Junction, Iowa | 19.80 | 10 | 1.47 | 18.33 | 4.52 | 15 | 219.5 | 6.96 | 17 | 213 | 8.42 |
| Manly Junction, Iowa | Hampton, Iowa | 63.05 | 67 | 15.13 | 48.39 | 19.58 | 45 | 854 | 24.30 | 45 | 751 | 19.77 |
| Hampton, Iowa | Cedar Falls, Iowa | 7.48 | 12 | 2.53 | 4.83 | 2.67 | 4 | 30.5 | .67 | 5 | 34 | .96 |
| Cedar Falls, Iowa | Coal Mines, Iowa | 3.20 | 12 | .53 | 2.67 | .67 | 4 | 30.5 | .67 | 5 | 34 | .96 |
| | Wilton Junction, Iowa | | | | 4.83 | 2.00 | 4 | 114 | 2.47 | 4 | 117 | 3.00 |
| Total in Iowa | | 465.43 | 532 | 104.90 | 361.49 | 104.57 | 220 | 5,702.5 | 172.60 | 533 | 6,380.5 | 187.93 |

CHARACTERISTICS OF ROAD—CONTINUED.

| | IN IOWA. | WHOLE LINE. |
|---|---|---|
| BRIDGES— | | |
| Number iron | 21 | 42 |
| Number wooden | 5 | 9 |
| TRESTLE AND PILE BRIDGES— | | |
| Number | 655 | 1,038 |
| Aggregate length, feet | 80,294 | 121,125 |
| TUNNELS— | | |
| Number | | 1 |
| Aggregate length of all tunnels, feet | | 2,440 |
| GAUGE OF TRACK— | | |
| Four feet and eight and one half inches. | | |
| TELEGRAPH— | | |
| Owned by this company, miles of wire | | 4 |
| Operated by this company, miles of wire | | 4 |
| Operated by Postal Telegraph Cable Co., miles of line | 441 | 830 |
| Operated by Postal Telegraph Cable Co., miles of wire | 819 | 1,583 |

What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs:

Passenger terminals and depot, Minneapolis, Minn., belonging to Minneapolis Union Railway Co. Passenger terminals and depot, St. Paul, Minn., belonging to St. Paul Union Depot Co. Freight and passenger terminals and depot, Chicago, Ill., belonging to Chicago & Great Western Railway Co. Freight and passenger terminals and depot, Des Moines, Iowa, belonging to Des Moines Union Railway Co.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic:

Inter-State Commerce Association.
Western, Northwestern and Southwestern Divisions of Western Freight Association.
Chicago & St. Louis Traffic Association.
Western Railway Weighing Association and Inspection Bureau.
Western States Passenger Association.
Chicago Railroad Association.

The average amount of tonnage that can be carried on your road in the State by an engine of given weight:

Thirty-ton engine, 300 tons.

STATE OF MINNESOTA, } ss.
COUNTY OF RAMSEY. }

We, the undersigned, John M. Egan, General Manager, and M. C. Healion, General Auditor of the Chicago, St. Paul & Kansas City Railway Company, on our oath do severally say, that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

JOHN M. EGAN,
*General Manager.*
M. C. HEALION,
*General Auditor.*

Subscribed and sworn to before me this 18th day of October, 1889.
[SEAL.]
T. S. TOMPKINS,
*Notary Public in and for Ramsey county, Minnesota.*

# ANNUAL REPORT

OF THE

# DUBUQUE & SIOUX CITY RAILROAD COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

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## HISTORY.

Name of common carrier making this report:

Dubuque & Sioux City Railroad Company.

If a consolidated company, name the constituent companies? Give reference to charters of each, and all amendments of same.

Dubuque & Sioux City Railroad Company, chartered November 24, 1856, as the Dubuque & Pacific Railroad Company, section 43, Code of Iowa, 1851; approved February 2, 1851; amended April 2, 1860. The road (80 miles completed) was sold under foreclosure, August 21, 1869, and the present company organized.

Iowa Falls & Sioux City Railroad Company organized October 1, 1867. Section 43, Code of Iowa, 1851; approved February 2, 1851; amended April 2, 1860. This road, extending from Iowa Falls to Sioux City, Iowa, was conveyed to the Dubuque & Sioux City Company, October 23, 1888. Approved by the shareholders of both companies, October 3, 1888.

Cherokee & Dakota Railroad Company, incorporated July 5, 1887, laws of Iowa. This road, extending from Cherokee, Iowa, to Sioux Falls, Dakota, and from Cherokee to Onawa, Iowa, was conveyed to the Dubuque & Sioux City Company, October 29, 1888. Approved by shareholders of both companies, October 3, 1888.

Cedar Rapids & Chicago Railroad Company, incorporated June 28, 1886, laws of Iowa. This road, extending from Manchester, Iowa, to Cedar Rapids, Iowa, was conveyed to the Dubuque & Sioux City Company, October 27, 1888. Approved by the shareholders of both companies, October 3, 1888.

The three last named companies, have now no corporate railroad property.

## ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| Stuyvesant Fish | New York | March 17, 1890. |
| S. Van Rensselaer Cruger | New York | March 17, 1890. |
| W. D. Guthrie | New York | March 17, 1890. |
| John Anthon | New York | March 17, 1889. |
| H. F. Webster | New York | March 17, 1890. |
| E. C. Woodruff | Elizabeth, N. J. | March 17, 1890. |
| E. H. Harriman | New York | March 17, 1890. |
| E. T. Jeffery | Chicago, Ill. | March 17, 1890. |
| W. J. Knight | Dubuque, Iowa | March 17, 1890. |
| M. M. Walker | Dubuque, Iowa | March 17, 1890. |
| J. V. Rider | Dubuque, Iowa | March 17, 1890. |
| J. T. Hancock | Dubuque, Iowa | March 17, 1890. |
| Jas. F. Peavey | Sioux City, Iowa | March 17, 1890. |
| A. S. Garretson | Sioux City, Iowa | March 17, 1890. |
| E. L. Dows | Cedar Rapids, Iowa | March 17, 1890. |

Total number of stockholders at date of last election:
Forty-one.

Date of last meeting of stockholders for election of directors:
March 18, 1889.

Give post-office address:
Dubuque, Iowa.

Give post-office address of operating office:
Dubuque, Iowa.

## OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| President | W. J. Knight | Dubuque, Iowa. |
| Vice-president | Edw'd C. Woodruff | Elizabeth, N. J. |
| Secretary | A. G. Hackstaff | New York. |
| Treasurer | Henry DeWolf | Chicago, Ill. |
| General Solicitor, Att'y or Counsel | Clarence A. Seward | New York. |
| Solicitor for Iowa | W. J. Knight | Dubuque, Iowa. |
| Solicitor for Iowa | Jno. F. Duncomb | Fort Dodge, Iowa. |
| General Auditor | J. C. Welling | Chicago, Ill. |
| General Manager | *E. T. Jeffery | Chicago, Ill. |
| Traffic Manager | T. J. Hudson | Chicago, Ill. |
| General Freight Agent | Horace Tucker | Chicago, Ill. |
| General Passenger Agent | A. H. Hanson | Chicago, Ill. |
| General Superintendent | A. C. Beck | Chicago, Ill. |
| Superintendent | M. Gilleas | Dubuque, Iowa. |
| Division Superintendent | F. W. Quimby | Dubuque, Iowa. |
| Division Superintendent | C. K. Dixon | Cherokee, Iowa. |
| Superintendent of Telegraph | C. S. Jones | Chicago, Ill. |
| Superintendent of Machinery | H. Schlacks | Chicago, Ill. |
| General Baggage Agent | H. A. Winter | Chicago, Ill. |

*Now C. A. Beck, acting General Manager.



## PROPERTY OPERATED.

| NAME. | TERMINALS. FROM— | TERMINALS. TO— | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| Dubuque & Sioux City Railroad | Dubuque, Iowa | Sioux City, Iowa | 328.58 | 328.58 |
| | Manchester, Iowa | Cedar Rapids, Iowa | 41.55 | |
| | Cherokee, Iowa | Onawa, Iowa | 70.15 | |
| | Cherokee, Iowa | Sioux Falls, Dakota | 96.48 | 197.43 |
| Cedar Falls & Minnesota Railroad | Cedar Falls Junction, Iowa | Minnesota State Line | 75.58 | 75.58 |
| Total | | | | 600.59 |
| Total mileage operated in Minnesota | | | 11.40 | |
| Total mileage operated in Dakota | | | 14.95 | 26.35 |
| Total mileage operated in Iowa | | | | 573.24 |

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

(FOR ROADS NOT MAKING OPERATING REPORTS.)

| NAME. | TERMINALS. | | BY WHAT COMPANY OPERATED. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | FROM— | TO— | | | |
| Cedar Falls & Minnesota Railroad | Cedar Falls Junction | Minnesota State Line | Dubuque & Sioux City Railroad | Lease | 75.58 |
| Total mileage | | | | | 75.58 |
| Total mileage in Iowa | | | | | 75.58 |



PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION—CONTINUED.

The Illinois Central Railroad Co. operated the Cedar Falls & Minnesota Railroad from October 1, 1867, till October 1, 1887, when the lease of the Dubuque & Sioux City Railroad Co. to the Illinois Central Railroad Co. expired.

Since October 1, 1887, the Dubuque & Sioux City Railroad Co. has operated the Cedar Falls & Minnesota Railroad, and the annual rental for the use of the road, at the rate of $1,500 per mile, in monthly installments, has been paid into the court, in which proceedings are pending to test the validity of the lease made by the C. F. & M. R. R. Co. to the D. & S. C. R. R. Co., dated September 27, 1865.

## CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. June 30, 1889. | MARKET PRICE OF SHARES. Average for the year. | DIVIDENDS DECLARED DURING YEAR. Rate. | DIVIDENDS DECLARED DURING YEAR. Amount |
|---|---|---|---|---|---|---|---|
| CAPITAL STOCK— | | | | | | | |
| Common | $ 100.00 | $ 8,000,000.00 | $ 7,000,000.00 | $ 80.00 | $ 80.00 | 5 mills | $ 39,998.00 |
| Total | $ 100.00 | $ 8,000,000.00 | $ 7,000,000.00 | | | | $ 39,998.00 |

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | PARTICULARS AND EXPLANATIONS. | |
|---|---|---|---|---|
| ISSUED FOR CASH— | | | | |
| Common | | | Stock, Dubuque & Sioux City Railroad Company, as shown in report for the year ended June 30, 1889 | $ 4,000,000.00 |
| Preferred | | | For 46,000 shares Iowa Falls & Sioux City stock, there was issued in October, 1888, 28,750 shares D. & S. C. stock | 2,875,000.00 |
| ISSUED FOR CONSTRUCTION— | | | | |
| Common | 70,000 | $ 7,000,000.00 | For 50,000 shares Cherokee & Dakota Railroad Company stock, there was issued in October, 1888, 10,000 shares D. & S. C. stock | 100,000.00 |
| Preferred | | | | |
| ISSUED FOR RE-ORGANIZATION— | | | | |
| Common | | | For 15,000 shares Cedar Rapids & Chicago Railroad Company stock, there was issued in October, 1888, 250 shares D. & S. C. stock | 25,000.00 |
| Preferred | | | | |
| Total | 70,000 | $ 7,000,000.00 | Making | $ 7,000,000.00 |

| | | |
|---|---|---|
| Amount of stock per mile of road | $ | 13,341.78 |
| Amount of stock representing the road in Iowa (proportional) | | 7,648,041.96 |
| Amount of stock held in Iowa | | 99,300.00 |
| Total number of stockholders | 41 | |
| Number of stockholders in Iowa | 8 | |



## FUNDED DEBT.

### COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. Date of issue. | TIME. When due. | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | INTEREST. Rate. | INTEREST. When payable. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|---|---|---|---|---|---|
| First mortgage (extended notes) | 1863 | 1883 | $ | $ | $ 295,000.00 | $ ‡ | 3½, 5 | Jan., July | $ 12,300.71 | $ 10,721.71 |
| Construction | 1864 | 1894 | | | 580,000.00 | ‡ | 7 | Jan., July | 41,059.00 | 20,527.50 |
| Gold fives | 1888 | 1938 | 3,000,000.00 | 1,084,000.00 | 1,084,000.00 | 1,084,000.00 | 5 | June, Dec. | 54,200.00 | 54,200.00 |
| I. F. & S. C. *first mortgage sevens | 1869 | 1917 | 3,000,000.00 | 2,800,000.00 | 2,800,000.00 | 2,800,000.00 | 7 | April, Dec. | 196,000.00 | 197,085.00 |
| †C. & D. gold fives | 1878 | 1905 | 3,100,000.00 | 3,100,000.00 | 3,100,000.00 | 3,100,000.00 | | | | |
| †C. R. & C. gold fives | 1882 | 1905 | 830,000.00 | 830,000.00 | 830,000.00 | 830,000.00 | | | | |
| Total | | | | | $ 8,695,000.00 | $ | | | $ 303,585.71 | $ 282,534.21 |

Funded debt representing road in Iowa, $8,169,964.65.

‡ We do not know what was realized by sale of old Dubuque & Sioux City and Iowa Falls & Sioux City bonds. The Illinois Central took these bonds at their face value.

*That part of the company's lines formerly belonging to the Iowa Falls & Sioux City Railroad was sold and conveyed to the Dubuque & Sioux City Railroad subject to the encumbrances given above, which were not assumed by the vendee, but which still remain a charge upon the property.

†That part of the company's lines formerly belonging to the Cherokee & Dakota and Cedar Rapids & Chicago Railroad Companies was sold and conveyed to the Dubuque & Sioux City Railroad Company, subject to the encumbrance given above, which were not assumed by the vendee, but which still remain a charge upon the property. The bonds secured by these mortgages belong to the Illinois Central Railroad Company. No interest has yet been paid on them by this company.

RECAPITULATION OF FUNDED DEBT.

| ACCOUNT. | Amount issued. | Amount outstanding. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|
| Bonds | | $8,695,000.00 | $363,586.71 | $282,534.21 |
| Total | | $8,695,000.00 | $363,586.71 | $282,534.21 |



## CURRENT ASSETS AND LIABILITIES.

### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---|
| Other cash assets | $ 243.82 |
| Balance—current liabilities | 175,629.44 |
| Total | $ 175,873.26 |

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | |
|---|---|
| Audited vouchers and accounts | $ 148,195.79 |
| Dividends not called for | 501.73 |
| Matured interest coupons unpaid (including coupons due July 1) | 27,175.74 |
| Total | $ 175,873.26 |

## RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| | | To Railroads. | To other Properties. | Miles. | Amount. | |
| Capital stock | $ 7,999,600.00 | $ 7,999,600.00 | | 524.01 | $ 15,260.12 | |
| Bonds | 8,695,000.00 | 8,695,000.00 | | 524.01 | 16,589.19 | |
| Total | $ 16,694,600.00 | $ 16,694,600.00 | | 524.01 | $ 31,850.31 | |

MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN INCOME ACCOUNT.

| NAME OF ROAD. | CAPITAL STOCK. | FUNDED DEBT. | CURRENT LIABILITIES. | TOTAL. | AMOUNT PER MILE OF ROAD. | |
|---|---|---|---|---|---|---|
| | | | | | Miles. | Amount. |
| Dubuque & Sioux City Railroad Company (including I. F. & S. C., C. & D., and C. R. & C. bonds) | $ 7,999,600.00 | $ 8,695,000.00 | $ 175,873.26 | $ 16,870,473.26 | 524.01 | $ 32,194.94 |
| *Cedar Falls & Minnesota Railroad Company | | | | | | |
| Total | $ 7,999,600.00 | $ 8,695,000.00 | $ 175,873.26 | $ 16,870,473.26 | 524.01 | $ 32,194.94 |
| For Iowa | 7,982,663.38 | 8,169,954.65 | 175,873.26 | 16,328,501.29 | 407.66 | 32,810.56 |

*We have no official knowledge as to the C. F. & M.



## PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. | | |
|---|---|---|---|
| | Included in operating expenses. | Not included in operating expenses, charged to income. | Total expenditures. |
| CONSTRUCTION— | | | |
| Other real estate (station grounds) | $ | $ 14.50 | $ 14.50 |
| Other real estate | | 31.50 | 31.50 |
| Fencing | | 1,370.36 | 1,370.36 |
| Bridges, trestles, and culverts—Iron | | 13.36 | 13.36 |
| Other structure, cattle-guards and crossings | | | |
| Total construction | $ | $ 1,301.60 | $ 1,301.60 |
| Grand total construction and equipment | $ | $ 1,301.60 | $ |

Expended for construction and equipment in Iowa, $1,301.60.

## CONSTRUCTION AND EQUIPMENT.

| ITEM. | Cherokee & Dakota Railroad. | Cedar Rapids & Chicago Railroad. |
|---|---|---|
| CONSTRUCTION— | | |
| Engineering | $ 55,189.01 | $ 46,708.49 |
| Other real estate | 76,877.02 | 10,715.12 |
| Fencing | 44,580.84 | 11,011.39 |
| Grading and masonry | 575,315.32 | 67,553.85 |
| Bridges and trestles | 993,038.44 | 155,097.10 |
| Ties | 184,370.49 | 38,470.12 |
| Other superstructure and fixtures | 251,405.05 | 52,209.04 |
| Buildings, furniture and fixtures | 11,567.92 | |
| Shop machinery and tools | 36,255.07 | 15,786.04 |
| Engineering | 95,119.13 | 29,727.28 |
| Interest during construction | 87,802.53 | 4,807.21 |
| Sidings | 138,063.53 | 24,307.71 |
| Other items | | |
| EQUIPMENT— | | |
| Locomotives | 92,500.00 | |
| Total | $ 2,780,505.01 | $ 695,166.18 |
| Iowa Falls & Sioux City | | $ 7,857,665.17 |
| Less amount written off | | 1,728,500.00 |
| | | $ 6,129,665.17 |

## COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888. | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| CONSTRUCTION— | | | | |
| Right of way | | 140.00 | | |
| Other real estate (station grounds) | | 7,159.57 | | |
| Fences | | 3,194.53 | | |
| Other superstructure | | 500.51 | | |
| Buildings, furniture and fixtures | | 60,391.21 | | |
| Sidings and yard extentions | | 49,538.90 | | |
| Other items | | 19.00 | | |
| Total construction | | 120,876.72 | | |
| EQUIPMENT— | | | | |
| Locomotives | | 202,500.00 | | |
| Passenger cars | | 67,800.00 | | |
| Baggage, express and postal cars | | 7,900.00 | | |
| Combination cars | | 12,700.00 | | |
| Total equipment | | 291,000.00 | | |
| Grand total cost construction and equipment | $ 14,418,000.10 | 411,876.72 | 14,829,776.82 | |
| Less amount written off I. F. & S. C | | | 1,725,000.00 | |
| | | | 13,105,776.82 | |
| Less amount written off I. F. & S. C of road in Iowa, $16,078,206.16 | | | 2,780,563.61 | |
| | | | 652,166.18 | |
| | | | 16,551,536.61 | |



## INCOME ACCOUNT.

| | | | |
|---|---|---|---|
| Gross earnings from operation | $ 1,833,798.08 | | |
| Less operating expenses | 1,384,449.87 | | |
| Income from operation | | | $ 449,348.81 |
| Interest on bonds owned | $ 11,512.50 | | |
| Dividends on stocks owned | 108.00 | | |
| Rentals of tracks, yards and terminals | 16,075.00 | | |
| Miscellaneous income, less expenses | 3,575.00 | | |
| Income from other sources | | | 31,270.50 |
| Total income | | | $ 480,619.31 |
| Deductions from income: | | | |
| Interest on funded debt (accrued) | $ 303,586.71 | | |
| Taxes (porportion of taxes for Iowa, $60,900.57) | 93,864.21 | | |
| Other deductions (C. F. & M., permanents) | 1,391.60 | | |
| Total deductions from income | | | $ 398,842.52 |
| Net income | | | $ 81,776.79 |
| Dividends, one half per cent, common stock (Dec. 31, 1888) | $ 39,998.00 | | |
| Total | | | $ 39,998.00 |
| Surplus from operations of year ending June 30, 1889 | | | $ 41,778.79 |
| Surplus I. F. & S. C. R. R. Co., June 30, 1888 | $ 243,176.71 | | |
| Amounts added to surplus upon adjustment of account at expiration of lease to I. C. R. R. Co., October 1, 1887, entries not made until after June 30, 1888 | 60,464.17— | | 303,640.88 |
| Surplus on June 30, 1888 | | | 130,332.50 |
| Total | | | $ 475,972.56 |
| Paid into United States Court at Chicago, account rental C. F. & M. road pending decision of the court, October 1, 1887 (19 months, to April 30, 1889) | $ 179,502.50 | | |
| Interest on above sum | 8,050.78 | | |
| Rentals, May, 1889, $9,447.50; June, 1889, $9,447.50 | 18,895.00— | $ | 206,448.28 |
| Surplus on June 30, 1889 | | $ | 269,524.28 |

## EARNINGS FROM OPERATION.

| | | |
|---|---|---|
| PASSENGER: | | |
| Passenger revenue | | $ 507,749.36 |
| Less repayments: | | |
| Tickets redeemed, Excess fares refunded | 1,216.35 | |
| Total deductions | | $ 1,216.35 |
| Total passenger revenue | | $ 506,533.01 |
| Mail | | 50,174.61 |
| Express | | 32,227.57 |
| Extra baggage and storage | | 9,881.72 |
| Other items | | 7,986.13 |
| Total passenger earnings | | $ 615,803.04 |
| FREIGHT: | | |
| Freight revenue | | $ 1,221,457.33 |
| Less repayments: | | |
| Overcharge to shippers | 8,918.27 | |
| Total deductions | | 8,918.27 |
| Total freight revenue | | $ 1,212,539.06 |
| Other items | | $ 10.75 |
| Total freight earnings | | $ 1,212,549.81 |
| Total passenger and freight earnings | | $ 1,828,352.85 |
| OTHER EARNINGS FROM OPERATION: | | |
| Switching charges—balance | $ 166.75 | |
| Telegraph companies | 624.31 | |
| Rentals not otherwise provided for | 832.81 | |
| Other sources | 3,821.96 | |
| Total other earnings | | 5,445.83 |
| Total gross earnings from operation | | $ 1,833,798.68 |
| Total gross earnings from operation in Iowa | | 1,814,213.10 |
| Mileage in Iowa | | 573.24 |
| Operating expenses per mile of road | | $ 2,308.99 |
| Operating expenses per train mile | | .79 |
| Proportion of operating expenses and taxes for Iowa | | 1,443,154.89 |
| Percentage of expenses to earnings | | .7869 |
| Net earnings per train mile | | .046 |
| Percentage of earnings to stock and debt | | .1037 |
| Percentage of earnings to cost of road and equipment | | .1108 |
| Surplus at the commencement of the year | | 130,552.80 |
| Surplus at the close of the year | | 269,524.28 |



## BONDS OWNED.

| NAME. | | Total amount held. | Rate. | Income or interest received. |
|---|---|---|---|---|
| Iowa Falls & Sioux City Railroad Company | | $ 460,500.00 | 7 | $ 11,512.50 |
| April, 1869, $4,605.25; coupons | $ 16,117.50 | | | |
| Less amount credited to cost of bonds | 4,605.00 | | | |
| | $ 11,512.50 | | | |
| Total | | $ 460,500.00 | 7 | $ 11,512.50 |

## STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|---|---|---|---|
| Iowa Land and Loan Company | $ 1,400.00 | .... | $ 108.00 |
| Total | $ 1,400.00 | .... | $ 108.00 |

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

| DESIGNATION AND SITUATION OF PROPERTY LEASED. | NAME OF COMPANY USING PROPERTY | ITEM. | TOTAL. |
|---|---|---|---|
| TRACKS— | | | |
| Dubuque, Iowa | Chicago, Milwaukee & St. Paul Railroad Company | $ 2,200.00 | |
| La Mars & Sioux City, Iowa | Chicago, St. Paul, Minneapolis & Omaha Railroad Company | 10,800.00 | |
| Ft. Dodge & Des Moines Junction | Chicago, Rock Island & Pacific Railroad Company | 3,075.00 | |
| Total | | | 16,075.00 |
| Grand total rentals received | | | 16,075.00 |



MISCELLANEOUS INCOME.

| ITEM. | Gross income. | Less expenses. | Net miscellaneous income. |
|---|---|---|---|
| Interest on loans | $ 3,575.00 | | $ 3,575.00 |
| Total | $ 3,575.00 | | $ 3,575.00 |

OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | $ 70,734.98 | $ 106,102.46 | $ 176,837.44 |
| Renewals of rails | 5,582.45 | 8,373.08 | 13,956.13 |
| Renewals of ties | 14,909.34 | 21,849.50 | 36,415.84 |
| Repairs of bridges and culverts | 23,542.53 | 35,313.80 | 58,856.33 |
| Repairs of fences, road-crossings, signs, and cattle-guards | 4,591.42 | 6,887.14 | 11,478.56 |
| Repairs of buildings | 13,419.20 | 20,128.81 | 33,548.01 |
| Repairs of telegraph | 1,367.77 | 2,051.66 | 3,419.43 |
| Other expenses | 818.53 | 1,227.40 | 2,045.82 |
| Total | $ 134,623.02 | $ 201,934.54 | $ 336,557.56 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | $ 38,029.53 | $ 47,174.96 | $ 85,204.49 |
| Repairs and renewals of passenger cars | 34,247.59 | | 34,247.59 |
| Repairs and renewals of freight cars | | 76,727.19 | 76,727.19 |
| Shop machinery, tools, etc | 1,445.75 | 2,168.63 | 3,614.38 |
| Total | $ 73,722.87 | $ 126,070.78 | $ 199,793.65 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of enginemen, firemen, and roundhousemen | $ 50,509.56 | $ 82,988.05 | $ 133,497.61 |
| Fuel for locomotives | 47,915.36 | 109,320.71 | 157,236.01 |
| Water-supply for locomotives | 3,454.76 | 5,463.00 | 8,917.76 |
| All other supplies for locomotives | 3,175.84 | 5,251.63 | 8,427.47 |
| Wages of other trainmen | 35,003.53 | 71,922.84 | 106,926.37 |
| All other train supplies | 10,307.18 | 9,256.93 | 19,854.11 |
| Wages of switchmen, flagmen and watchmen | 8,822.18 | 13,233.26 | 22,055.44 |
| Expense of telegraph, including train dispatchers and operators | 13,477.54 | 20,216.30 | 33,693.84 |
| Wages of station agents, clerks and laborers | 43,189.78 | 64,784.66 | 107,974.44 |
| Station supplies | 6,327.94 | 9,491.90 | 15,819.84 |
| Car mileage—balance | 11,030.61 | 16,530.92 | 27,561.53 |
| Loss and damage | 1,520.89 | 17,315.10 | 18,674.99 |
| Injuries to persons | 3,708.39 | 5,562.59 | 9,270.98 |
| Total | $ 238,562.50 | $ 431,337.89 | $ 669,900.39 |
| GENERAL EXPENSES— | | | |
| General expenses | $ 13,565.52 | $ 20,348.27 | $ 33,913.79 |
| Salaries of officers | 15,604.54 | 23,406.50 | 39,010.84 |
| Salaries of clerks | 7,747.45 | 11,621.17 | 19,368.62 |
| General office expenses and supplies | 9,651.35 | 14,647.47 | 24,298.82 |
| Agencies, including salaries and rent | 5,532.78 | 137.85 | 5,670.63 |
| Advertising | 1,111.02 | | 1,111.02 |
| Commissions | 1,950.05 | 2,925.08 | 4,875.13 |
| Expense of traffic associations | 711.12 | 697.37 | 1,408.49 |
| Legal expenses | 10,675.23 | 16,012.84 | 26,688.07 |
| Stationery and printing | 4,441.82 | 6,663.74 | 11,105.56 |
| Other general expenses | 4,291.32 | 6,436.98 | 10,728.30 |
| Total | $ 75,302.00 | $ 102,896.27 | $ 178,198.27 |

OPERATING EXPENSES—CONTINUED.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | $ 134,623.02 | $ 201,934.54 | $ 336,557.56 |
| Maintenance of equipment | 73,722.87 | 126,070.78 | 199,793.65 |
| Conducting transportation | 238,592.50 | 431,397.89 | 669,990.39 |
| General expenses | 75,302.00 | 102,806.27 | 178,108.27 |
| Grand total | $ 522,210.39 | $ 862,230.48 | $ 1,384,449.87 |
| Operating expenses for Iowa | $ 505,604.50 | $ 847,550.82 | $ 1,353,155.32 |
| Percentage of operating expenses to earnings | .7480 | | |

## FENCING IN IOWA.

| | | |
|---|---|---|
| How many miles of fencing have you on your road in Iowa? | Ou D. & S. C.. | 618.55 |
| What is the average cost per rod? | | $ .65 |
| How many miles of new fencing have you built during the year? | | 238.54 |



RENTS PAID FOR LEASE OF OTHER PROPERTY.

| DESIGNATION OF PROPERTY. | SITUATION OF PROPERTY LEASED. | NAME OF COMPANY OWNING PROPERTY LEASED. | ITEM. | TOTAL. |
|---|---|---|---|---|
| Tracks | Cedar Falls Junction to Minnesota State line | Cedar Falls & Minnesota R. R. | | |
| There was paid into United States Court of Chicago, account of rental of Cedar Falls & Minnesota Railroad, to abide the decision of the court, May 30, 1887, to April 30, 1889 | | | $ 170,592.50 | |
| Interest on above sum | | | 8,000.78 | |
| Rental May and June, 1889 | | | 18,856.00 | |
| Total | | | | $ 266,448.28 |

## GENERAL BALANCE SHEET.

### DEBIT.

| | |
|---|---|
| Cost of road and equipment | $ 16,531,536.61 |
| Bonds of other companies owned | 350,703.13 |
| Stocks of other companies owned | 300.00 |
| Lands owned | 37,215.98 |
| Cash and current assets | 243.82 |
| Total | $ 17,139,997.54 |

### CREDIT.

| | |
|---|---|
| Capital stock | $ 7,990,600.00 |
| Funded debt | 8,695,000.00 |
| Current liabilities | 179,879.25 |
| Accrued interest on funded debt not yet payable | 53,510.77 |
| Profit and loss | 216,007.51 |
| Total | $ 17,139,997.54 |

## CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

### RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| NET INCOME: | | |
| From operation | $ 449,348.81 | |
| From other sources | 31,270.50 | |
| Total | | $ 480,619.31 |
| INCREASE IN LIABILITIES: | | |
| Stocks | $ 3,000,00.09 | |
| Bonds | 7,814,000.00 | |
| Total | | $ 10,814,000.00 |
| DECREASE IN ASSETS: | | |
| Cash on hand | $ 108,592.87 | |
| Total | | $ 108,592.87 |
| MISCELLANEOUS: | | |
| Sale of lands | $ 3,320.47 | |
| All other sources | 303,640.88 | |
| Total | | $ 306,961.35 |
| Grand total | | $ 11,710,173.53 |



### RESOURCES ACCOUNTED FOR.

| | | |
|---|---|---|
| FIXED CHARGES: | | |
| Interest on funded debt paid | $ 282,534.21 | |
| Taxes | 93,864.21 | |
| Total | | $ 376,398.42 |
| OTHER CHARGES AGAINST NET INCOME | | 1,391.60 |
| DIVIDENDS | | 30,998.00 |
| BETTERMENTS TO PROPERTY: | | |
| Construction of new road | $ 3,445,759.79 | |
| Other permanent improvements | 130,876.72 | |
| Additional equipment | 291,000.00 | |
| Total | | $ 3,867,636.51 |
| Iowa Falls & Sioux City Railroad | | 6,132,665.17 |
| DECREASE IN LIABILITIES: | | |
| Decrease in current liabilities | | 517,847.95 |
| MISCELLANEOUS: | | |
| Securities purchased | 551,003.13 | |
| Other expenditures | 21,052.59 | |
| Lands | 5,731.97 | |
| C. F. & M. rental | 206,448.28 | |
| Total | | $ 784,235.88 |
| Grand total | | $ 11,710,173.53 |

## IMPORTANT CHANGES DURING THE YEAR.

Branch lines newly constructed and put in operation, July 1, 1888: From Manchester, Iowa, to Cedar Rapids, Iowa, 41.85 miles. Incorporated as the Cedar Rapids & Chicago R. R. Co., and merged into the Dubuque & Sioux City R. R. Co., October, 1888.

From Cherokee, Iowa, to Onawa, Iowa, 59.10 miles; from Cherokee, Iowa, to Sioux Falls, Iowa, 96.48 miles. Incorporated as the Cherokee & Dakota R. R. Co.; merged into the Dubuque & Sioux City R. R. Co., October, 1888.

Mortgage made October 30, 1888, by Dubuque & Sioux City R. R. Co., to secure $3,000,000 5 per cent bonds, due June 1, 1938. Capital stock increased from $5,000,000 to $8,000,000.

Bonds in excess of those reported last year, as follows:

| | |
|---|---|
| D. & S. C. (new), 5 per cent bonds | $ 1,084,000.00 |
| I. F. & S. C., 7 per cent bonds | 2,800,000.00 |
| C. & D., 5 per cent bonds | 3,100,000.00 |
| C. R. & C., 5 per cent bonds | 830,000.00 |
| | $ 7,814,000.00 |

| | |
|---|---|
| SECURITIES PURCHASED— | |
| Seven per cent bonds, I. F. & S. C. Co., net cost | $ 550,703.13 |
| Four shares, Iowa Land & Loan Co., stock | 300.00 |
| | $ 551,003.13 |

## CONTRACTS, AGREEMENTS, ETC.

### EXPRESS COMPANIES.

The express business on this road is done by the American Express Company, they paying a specified sum for specified privileges, and extra for extra privileges.

### MAILS.

The rate of compensation for carrying the United States mails is fixed by the Post-office Department, and is based upon the weight of the mails carried. This weight is taken every four years, and was last taken on main line and C. F. & M., in 1887, and for the first time on the Cedar Rapids Branch, and Cherokee & Dakota Branch in 1888.

### SLEEPING, PARLOR OR DIDING CAR COMPANIES.

Pullman Sleeping Cars run over this company's road, being part of a through run between Chicago and Sioux City; we paying the customary rate of mileage, and furnishing the usual supplies.

### FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

We have no contract with and are not members of any transportation company, or fast freight line.

### OTHER RAILROAD COMPANIES, STEAMBOAT OR STEAMSHIP COMPANIES.

We have no contract with railroads, steamship or steamboat companies, covering or concerning the transportation of freight or passengers.

### TELEGRAPH COMPANIES.

The Western Union Telegraph Company handles telegraph business along the line of this road, under a contract given September 20, 1883, to the Illinois & Mississippi Telegraph Company. The telegraph company furnish the necessary material and the railroad company the labor for the maintenance of the line, all messages of the railroad company pertaining to their business being transmitted free.



SECURITY FOR FUNDED DEBT—CONTINUED.

| CLASS OF ROAD OR OBLIGATION. | WHAT ROAD MORTGAGED. | Miles. | Amount of mortgage per mile of road. |
|---|---|---|---|
| Dubuque & Sioux City, mortgage, $3,000,000 | Cedar Falls, Iowa, to Iowa Falls, Iowa | 43.50 | 16,351.86 |
| Iowa Falls & Sioux City, mortgage, $5,000,000 | Iowa Falls, Iowa, to Sioux City, Iowa | 143.70 | 20,905.37 |
| Dubuque & Sioux City, $5,000,000 | Dubuque, Iowa, to Iowa Falls, Iowa | 142.80 | 20,905.37 |
| Chicago & Dakota, $3,100,000 | Cherokee, Iowa, to Onawa, Iowa | 50.10 | 19,925.44 |
| | Cherokee, Iowa, to Sioux Falls, Dakota | 96.48 | |
| Cedar Rapids & Chicago, $800,000 | Manchester, Iowa, to Cedar Rapids, Iowa | 41.85 | 19,856.63 |

## EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers | 13 | $ 33,913.79 | $ ..... |
| General office clerks | 51 | 39,010.84 | 2.45 |
| Station agents | 89 | 55,424.82 | 2.60 |
| Other station men | 154 | 60,148.04 | 1.43 |
| Enginemen | 78 | 82,208.00 | 3.37 |
| Firemen | 84 | 45,153.08 | 1.71 |
| Conductors | 49 | 43,424.10 | 2.83 |
| Other trainmen | 107 | 40,770.02 | 1.21 |
| Machinists | 31 | 20,857.54 | 2.14 |
| Carpenters | 76 | 54,057.79 | 2.27 |
| Other shopmen | 132 | 70,348.75 | 1.70 |
| Section foremen | 107 | 55,341.93 | 1.51 |
| Other trackmen | 507 | 189,122.14 | 1.19 |
| Switchmen, flagmen and watchmen | 109 | 54,377.11 | 1.73 |
| Telegraph operators and dispatchers | 53 | 27,793.56 | 1.67 |
| All other employes and laborers | 156 | 73,010.21 | 1.51 |
| Total | 1,787 | $ 965,634.75 | ..... |
| DISTRIBUTION OF ABOVE: | | | |
| General administration | 64 | 78,724.77 | ..... |
| Maintenance of way and structures | 482 | 252,937.69 | ..... |
| Maintenance of equipment | 464 | 265,572.09 | ..... |
| Conducting transportation | 777 | 368,100.28 | ..... |
| Total | 1,787 | 965,634.72 | ..... |

Number of employes in Iowa, estimated ..... 1,707

Amount paid employes in Iowa, estimated ..... $ 901,189.04



## PASSENGER, FREIGHT, AND TRAIN MILEAGE.

| | | |
|---|---|---|
| PASSENGER TRAFFIC: | | |
| Number of passengers carried earning revenue | 461,122 | |
| Number of passengers carried one mile | 19,829,278 | |
| Average distance carried, miles | 43 | |
| Total passenger revenue | | $ 506,533.01 |
| Average amount received from each passenger | | 1.09.847 |
| Average receipts per passenger per mile | | .02.554 |
| Estimated cost of carrying each passenger one mile | | .02.731 |
| Passenger earnings per mile of road | | 1,027.04.021 |
| Passenger earnings per train mile | | .86.484 |
| FREIGHT TRAFFIC: | | |
| Number of tons carried of freight earning revenue | 737,300 | |
| Number of tons carried one mile | 94,499,023 | |
| Average distance haul of one ton, miles | 128.16 | |
| Total freight revenue | | $ 1,212,530.06 |
| Average amount received for each ton of freight | | 1.64.456 |
| Average receipts per ton per mile | | .01.218 |
| Estimated cost of carrying one ton one mile | | .875 |
| Freight earnings per mile of road | | 2,022.30.825 |
| Freight earnings per train mile | | 1.15.302 |
| PASSENGER AND FREIGHT: | | |
| Passenger and freight revenue | | $ 1,828,392.85 |
| Passenger and freight earnings per mile of road | | 3,049.45.845 |
| Expense per mile of road | | 2,308.99.936 |
| Total earnings per mile of road, including mails, express, etc | | 3,049.31.862 |
| Total gross earnings per mile of road | | 3,058.42.105 |
| Number of passenger, freight and mixed trains. Cannot answer. | | |
| TRAIN MILEAGE: | | |
| Miles run by passenger trains | 700,496 | |
| Miles run by freight trains | 1,052,935 | |
| Total mileage trains earning revenue | 1,753,431 | |
| Miles run by switching trains | 289,249 | |
| Miles run by construction and other trains | 71,310 | |
| Grand total train mileage | 2,113,990 | |
| Mileage of loaded freight cars—north or east | 2,616,454 | |
| Mileage of loaded freight cars—south or west | 5,913,324 | |
| Mileage of empty freight cars—north or east | 1,937,547 | |
| Mileage of empty freight cars—south or west | 2,468,414 | |
| Average number of freight cars in train | 16.09 | |
| Average number of loaded cars in train | 11.90 | |
| Average number of empty cars in train | 4.19 | |
| Average number of tons of freight in train | 89.79 | |
| Average number of tons of freight in each loaded car. | 7.54 | |

Average number of tons in cars when shipped in car lots:
Estimated, 13 tons.

Average number of tons in cars when shipped in less than car lots:
Cannot tell.

What per cent does the local freight business of Iowa bear to the total freight business of the entire line?
Estimated, 40 per cent.

What per cent does local freight business of Iowa bear to freight originating on your line in Iowa and passing outside the State?
Estimated, local, 50 per cent; to points outside, 50 per cent.

What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?
Estimated, local, 63 per cent; from points outside, 37 per cent.

What per cent does local freight business bear to freight moved across the State from points outside to points inside the State?
Estimated, local, 95 per cent; across State, 5 per cent.

What per cent of freight received at each station on your road is local and what per cent inter-State?
Whole line estimated; local, 40 per cent; inter-State, 60 per cent.

What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?
Pro rated.

What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?
Pro rated.

What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?
Pro rated.

What proportion of earnings is credited to each branch line of your road, on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?
Pro rated.

Give the amount and kind of freight furnished by each branch line to your main line?
Not separated.
Same for passengers.



## FREIGHT TRAFFIC MOVEMENT—IOWA.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | | | 122,087 | 17.20 |
| Flour | | | 7,788 | 1.08 |
| Other mill products | | | 4,534 | .63 |
| Hay | | | 15,239 | 2.14 |
| Tobacco | | | 434 | .02 |
| Fruit and vegetables | | | 7,477 | 1.04 |
| Potatoes | | | 2,713 | .37 |
| Flax seed | | | 7,536 | 1.05 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | | | 74,886 | 10.40 |
| Other packing-house products | | | 20,048 | 2.02 |
| Poultry, game and fish | | | 720 | ..... |
| Wool | | | 128 | ..... |
| Hides and leather | | | 1,771 | .24 |
| PRODUCTS OF MINES— | | | | |
| Anthracite coal | | | 22,587 | 3.24 |
| Bituminous coal | | | 89,026 | 12.42 |
| Coke | | | 355 | ..... |
| Ores | | | 69 | ..... |
| Stone, sand, and other like articles | | | 32,946 | 4.61 |
| PRODUCTS OF FOREST— | | | | |
| Lumber | | | 78,673 | 10.57 |
| MANUFACTURES— | | | | |
| Petroleum and other oils | | | 6,971 | .97 |
| Sugar | | | 4,518 | .73 |
| Naval stores | | | 20 | ..... |
| Iron, pig and bloom | | | 133 | ..... |
| Iron and steel rails | | | 1,905 | .25 |
| Other castings and machinery | | | 2,390 | .33 |
| Bar and sheet metal | | | 2,408 | .34 |
| Cement, brick and lime | | | 12,396 | 1.73 |
| Agricultural implements | | | 4,477 | .64 |
| Wagons, carriages, tools, etc | | | 1,398 | .08 |
| Wines, liquors and beers | | | 1,402 | .12 |
| Household goods and furniture | | | 4,272 | .78 |
| MERCHANDISE— | | | 12,970 | 1.82 |
| MISCELLANEOUS— | | | | |
| Other commodities not mentioned above | | | 173,740 | 24.20 |
| Total tonnage | | | 715,956 | 100 |

## FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road, whole tons. | Freight received from connecting roads and other carriers, whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | 120,084 | 2,922 | 123,206 | 16.7 |
| Flour | 6,223 | 1,213 | 7,436 | 1.1 |
| Other mill products | 4,370 | 164 | 4,534 | 0.6 |
| Hay | 15,147 | 192 | 15,339 | 2.1 |
| Tobacco | 260 | 174 | 434 | ..... |
| Fruit and vegetables | 1,715 | 5,769 | 7,484 | 1.1 |
| Potatoes | 2,623 | 90 | 2,713 | .4 |
| Flax seed | 7,502 | 54 | 7,556 | 1 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | 73,197 | 1,689 | 74,886 | 10.1 |
| Other packing-house products | 20,733 | 215 | 20,948 | 2.8 |
| Poultry, game and fish | 702 | 24 | 726 | .1 |
| Wool | 108 | 20 | 128 | ..... |
| Hides and leather | 1,747 | 24 | 1,771 | .2 |
| PRODUCTS OF MINES— | | | | |
| Anthracite coal | 206 | 22,201 | 22,587 | 3.1 |
| Bituminous coal | 20,674 | 68,352 | 89,026 | 12.1 |
| Coke | ..... | 355 | 355 | ..... |
| Ores | 80 | ..... | 80 | ..... |
| Stone, sand and other like articles | 51,686 | 1,936 | 53,622 | 7.3 |
| PRODUCTS OF FOREST— | | | | |
| Lumber | 44,087 | 31,821 | 75,908 | 10.3 |
| MANUFACTURES— | | | | |
| Petroleum and other oils | 4,616 | 2,357 | 6,973 | .9 |
| Sugar | 2,181 | 2,349 | 4,530 | .6 |
| Naval stores | 14 | 6 | 20 | ..... |
| Iron, pig and bloom | 22 | 111 | 133 | ..... |
| Iron and steel rails | ..... | 1,005 | 1,005 | .2 |
| Other castings and machinery | 923 | 1,971 | 2,393 | .3 |
| Bar and sheet metal | 1,041 | 1,457 | 2,498 | .3 |
| Cement, brick and lime | 8,707 | 3,721 | 12,428 | 1.7 |
| Agricultural implements | 1,463 | 3,017 | 4,480 | .6 |
| Wagons, carriages, tools, etc | 498 | 803 | 1,301 | .2 |
| Wines, liquors and beers | 654 | 804 | 1,458 | .2 |
| Household goods and furniture | 2,748 | 1,584 | 4,332 | .5 |
| MERCHANDISE | 7,617 | 5,420 | 13,037 | 1.8 |
| MISCELLANEOUS— | | | | |
| Other commodities not mentioned above | 145,396 | 28,528 | 173,924 | 23.6 |
| Total tonnage | 547,161 | 190,129 | 737,290 | 100 |

## TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT DUBUQUE, IOWA, FOR THE YEAR ENDING JUNE 30, 1889.

| | |
|---|---|
| East bound number of tons | 211,709 |
| West bound number of tons | 122,997 |
| Total tons | 334,709 |



## DESCRIPTION OF EQUIPMENT

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. Number. | Kind. | CARS FITTED WITH AUTOMATIC COUPLER. Number. | Kind. |
|---|---|---|---|---|---|---|
| LOCOMOTIVES— | | | | | | |
| Passenger | 8 | 15 | 15 | Westinghouse | ..... | ..... |
| Freight | 20 | 34 | ..... | ..... | ..... | ..... |
| Switching | ..... | 6 | ..... | ..... | ..... | ..... |
| Total | 28 | 55 | 15 | Westinghouse | ..... | ..... |
| CARS IN PASSENGER SERVICE— | | | | | | |
| First-class passenger cars | 19 | 28 | 28 | Westinghouse | 28 | Miller. |
| Baggage, express and postal cars | 12 | 17 | 17 | Westinghouse | 17 | Miller. |
| Total | 31 | 45 | 45 | Westinghouse | 45 | Miller. |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Box cars | ..... | 132 | ..... | ..... | ..... | ..... |
| Flat cars | ..... | 24 | ..... | ..... | ..... | ..... |
| Stock cars | ..... | 24 | ..... | ..... | ..... | ..... |
| Coal cars | ..... | 14 | ..... | ..... | ..... | ..... |
| Other cars | ..... | 5 | ..... | ..... | ..... | ..... |
| Total | ..... | 199 | ..... | ..... | ..... | ..... |
| CARS IN COMPANY'S SERVICE— | | | | | | |
| Caboose cars | ..... | 7 | ..... | ..... | ..... | ..... |
| Total | ..... | 7 | ..... | ..... | ..... | ..... |
| Total owned | 31 | 251 | ..... | ..... | ..... | ..... |
| Grand total | 31 | 251 | 45 | Westinghouse | 45 | Miller. |

## MILEAGE.

### A. MILEAGE OF ROAD OPERATED.

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track | 326.58 | | 75.58 | | 197.43 | | 599.59 | 197.43 | 79.44 | 520.15 |
| Miles of second track | .64 | | | | | | .64 | | | .64 |
| Miles of yard track, sidings and spurs | 48.52 | | 4.77 | | 23.96 | | 77.25 | 23.96 | 75.26 | 1.99 |
| Total mileage operated (all tracks) | 375.74 | | 80.35 | | 221.39 | | 677.48 | 221.39 | 154.70 | 522.78 |

### B. MILEAGE OF LINE BY STATES AND TERRITORIES.

#### I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | New line constructed during year. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Iowa | 326.58 | | 75.58 | | 171.08 | | 574.24 | | 79.44 | 403.80 |
| Minnesota | | | | | 11.40 | | 11.40 | | | 11.95 |
| Dakota | | | | | 14.95 | | 14.95 | | | 14.40 |
| Total mileage operated (single track) | 326.58 | | 75.58 | | 197.43 | | 599.59 | | 79.44 | 520.15 |



### MILEAGE—CONTINUED.

#### II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | New line constructed during year. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Iowa | 326.58 | | | | 171.08 | | 497.66 | | 3.89 | 493.77 |
| Minnesota | | | | | 11.40 | | 11.40 | | | 11.40 |
| Dakota | | | | | 14.95 | | 14.95 | | | 14.95 |
| Total mileage owned (single track) | 326.58 | | | | 197.43 | | 524.01 | | 3.89 | 520.12 |

## RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|---|---|---|---|---|---|---|
| Kind. | Tons. | Weight per yard, lbs. | Average price per ton at distributing point. | Kind. | Number. | Average price at distributing point. |
| IRON— | | | | | | |
| Sidings | 641.42 | 58 | $20.00 | Oak | 92,078 | $ .43 |
| Total iron | 641.42 | 58 | $ 20.00 | | | |
| STEEL— | | | | | | |
| Main line | 1,276.90 | 60 | $ 32.77 | | | |
| Total steel | 1,276.90 | 60 | $ 32.77 | Total | 92,703 | $ .43 |

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | WOOD—CORDS. Hard. | WOOD—CORDS. Soft. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|---|
| Passenger | 22,170.50 | 403.40 | ..... | 22,440.16 | 700,496 | 64.06 |
| Freight | 49,405.50 | 750.00 | ..... | 49,925.00 | 1,052,335 | 95.02 |
| Switching | 6,042.50 | 23.00 | ..... | 6,039.83 | 289,240 | 41.90 |
| Construction | 2,119.50 | 5.50 | ..... | 2,123.13 | 71,310 | 59.59 |
| Total | 79,828.00 | 1,183.50 | ..... | 80,619.09 | 2,113,392 | 76.39 |

Average cost at distributing point, bituminous coal, $2.07 per ton; hard wood, $4.06 per cord; average cost fuel consumed, per ton, $2.11.

## ACCIDENTS TO PERSONS IN IOWA.

| KIND OF ACCIDENT. | EMPLOYES. TRAINMEN. Killed. | TRAINMEN. Injured. | SWITCHMEN, FLAGMEN AND WATCHMEN. Killed. | SWITCHMEN, FLAGMEN AND WATCHMEN. Injured. | OTHER EMPLOYES. Killed. | OTHER EMPLOYES. Injured. | TOTAL. Killed. | TOTAL. Injured. |
|---|---|---|---|---|---|---|---|---|
| Coupling and uncoupling | 3 | 10 | ..... | 6 | ..... | ..... | 3 | 16 |
| Falling from trains and engines | ..... | 5 | ..... | 3 | ..... | ..... | ..... | 8 |
| Collisions | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 |
| At stations | ..... | 10 | ..... | 2 | ..... | 14 | ..... | 26 |
| Total | 3 | 26 | ..... | 11 | ..... | 14 | 3 | 51 |



## ACCIDENTS TO PERSONS IN IOWA—CONTINUED.

| KIND OF ACCIDENT. | PASSENGERS. Killed. | PASSENGERS. Injured. | OTHERS. TRESPASSERS. Killed. | OTHERS. TRESPASSERS. Injured. | OTHERS. NOT TRESPASSING. Killed. | OTHERS. NOT TRESPASSING. Injured. | OTHERS. TOTAL. Killed. | OTHERS. TOTAL. Injured. |
|---|---|---|---|---|---|---|---|---|
| Collisions | ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... |
| Other train accidents | ..... | ..... | ..... | 8 | ..... | ..... | ..... | 8 |
| Other causes | ..... | ..... | 2 | 4 | ..... | ..... | 2 | 4 |
| Total | ..... | 3 | 2 | 12 | ..... | ..... | 2 | 15 |

CHARACTERISTICS OF ROAD

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT. | | | PROFILE. | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | Length of level line—miles. | Ascending grades. | | | | Descending grades. | | | | |
| | | | | | | | Number. | Sum of ascents—feet. | Aggregate length of ascending grades—miles. | Aggregate length of descending grades—miles. | Number. | Sum of descents—feet. | Aggregate length of descending grades—miles. | | |
| DUBUQUE & SIOUX CITY R. R. | | | | | | | | | | | | | | | |
| Dubuque, Iowa | Iowa Falls, Iowa | 142.80 | 122 | 29.16 | 113.73 | 15.40 | 91 | 2,399,395 | 75.04 | 51.55 | 77 | 1,792,396 | 51.55 | | |
| Iowa Falls, Iowa | Sioux City, Iowa Line | 181.69 | 84 | 19.22 | 164.47 | 31.13 | 105 | 1,887,000 | 60.75 | 71.80 | 96 | 188,375 | 71.80 | | |
| Sioux City, Iowa | Minnesota State Line | 175.58 | 56 | 10.74 | 164.82 | 11.57 | 49 | 358,500 | 12.84 | 23.02 | 54 | 580,980 | 23.02 | | |
| Cherokee, Iowa | Onawa, Iowa | 60.10 | 64 | 8.84 | 50.26 | 34.87 | 48 | 358,500 | 12.84 | 21.24 | 54 | 580,980 | 21.24 | | |
| Cherokee, Iowa | Sioux Falls, Iowa | 96.48 | 101 | 10.39 | 77.00 | 13.95 | 73 | 1,670,880 | 40.15 | 40.38 | 61 | 1,678,30 | 40.38 | | |
| Manchester, Iowa | Cedar Rapids, Iowa | 41.85 | 56 | 8.43 | 33.42 | 8.00 | 19 | 450.50 | 11.03 | 21.32 | 20 | 661.50 | 21.32 | | |
| Total | | 660.50 | 483 | 99.00 | 580.50 | 127.87 | 373 | 7,504.46 | 240.21 | 231.51 | 358 | 5,190.21 | 231.51 | | |



## CHARACTERISTICS OF ROAD IN IOWA—CONTINUED.

BRIDGES—
Number iron ..... 11
Number wooden ..... 24

TRESTLES—
Number ..... 593
Aggregate length, feet ..... 49,292

GAUGE OF TRACK—
Four feet eight and one half inches.

TELEGRAPH—
Owned by this company, none.
Operated by this company, 575 miles of line.
Operated by this company, 1,076 miles of wire.
Operated by Western Union Telegraph Company, 134 miles of wire.

## CHARACTERISTICS OF ROAD—CONTINUED.

BRIDGES—
Number iron ..... 12
Number wooden ..... 24

TRESTLES—
Number ..... 618
Aggregate length, feet ..... 51,494

GAUGE OF TRACK—
Four feet and eight and one half inches.

TELEGRAPH—
Owned by this company, none.
Operated by this company, 601 miles of line.
Operated by this company, 1,102 miles of wire.
Operated by Western Union Telegraph Company, 134 miles of line.

## QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic:
Western Freight Association, Western States Passenger Association, Western Railway Weighing & Inspection Association.

### LANDS—CONGRESSIONAL GRANT.

| | |
|---|---|
| State the amount unpaid on outstanding contracts | $ 5,920.00 |
| State the amount expended in sale and management of lands | 988.46 |
| State the amount of taxes paid on lands | 1,371.73 |
| The cost and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business | 16,551,536.61 |

ILLINOIS CENTRAL RAILROAD COMPANY,
ACCOUNTING DEPARTMENT, Chicago, Oct. 4, 1889.

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

DEAR SIR—I notice that we omitted to answer the final question on the last page of your report, viz.: The average amount of tonnage that can be carried on your road in State of Iowa by an engine of given weight? Answer: A Mogul engine with 18x24-inch cylinders and weighing 25 tons can take a load of 300 tons, exclusive of weight of cars over the entire line of road in Iowa.

Yours very truly,

J. C. WELLING,
*General Auditor.*

STATE OF IOWA, } ss.
COUNTY OF DUBUQUE. }

I, the undersigned, W. J. Knight, President of the Dubuque & Sioux City Railroad Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

(Signed) W. J. KNIGHT,
*President.*

Subscribed and sworn to before me this 27th day of September, 1889.

FRED O'DONNELL,
[SEAL.] *Notary Public.*

STATE OF ILLINOIS, } ss.
COUNTY OF COOK. }

I, the undersigned, John C. Welling, General Auditor of the Dubuque & Sioux City Railroad Company, on my oath, do say that the foregoing return has been prepared under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

(Signed) J. C. WELLING,
*General Auditor.*

Subscribed and sworn to before me this 28th day of September, 1889.

JOHN DUNN,
[SEAL.] *Notary Public.*

# ANNUAL REPORT

OF THE

# CHICAGO, SANTA FE & CALIFORNIA

# RAILWAY COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

---

## HISTORY.

Name of common carrier making this report:
Chicago, Santa Fe & California Railway Company.

Date of organization:
Incorporated in Illinois, December 3, 1886.

Under laws of what government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:
Incorporated under the general laws of the State of Illinois, chapter 14, Revised Statutes.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same:
Purchase of the Chicago & St. Louis Railway and Chicago, Santa Fe & California Railway of Iowa was made under authority of an act to increase the powers of railroad corporations, in force July 1, 1885, sections 192 and 193, chapter 114, Revised Statutes State of Illinois.

Date and authority for each consolidation?
Purchase of Chicago & St. Louis Railway, authorized by vote of directors, dated December 15, 1886. Purchase of Chicago & St. Louis Railway, authorized by vote of stockholders, dated December 15, 1886. Purchase of Chicago, Santa Fe & California Railway of Iowa, authorized by vote of directors, dated July 15, 1887. Purchase of Chicago, Santa Fe & California Railway of Iowa, authorized by vote of stockholders, dated July 15, 1887.

## ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| W. B. Strong | Chicago, Illinois | First Monday in May, 1890. |
| C. L. Hutchinson | Chicago, Illinois | First Monday in May, 1890. |
| Edson Keith | Chicago, Illinois | First Monday in May, 1890. |
| J. B. Morrison | Ft. Madison, Iowa | First Monday in May, 1891. |
| S. A. Kent | Chicago, Illinois | First Monday in May, 1891. |
| Nelson Morris | Chicago, Illinois | First Monday in May, 1891. |
| W. J. Watson | Chicago, Illinois | First Monday in May, 1891. |
| Abram Poole | Chicago, Illinois | First Monday in May, 1892. |
| B. P. Cheney | Boston, Massachusetts | First Monday in May, 1892. |
| O. W. Peabody | Boston, Massachusetts | First Monday in May, 1892. |
| Geo. C. Magoun | New York, New York | First Monday in May, 1893. |
| J. J. McCook | New York, New York | First Monday in May, 1893. |
| Norman Williams | Chicago, Illinois | First Monday in May, 1893. |

Total number of stockholders at date of last election:
Fourteen.

Date of last meeting of stockholders for election of directors:
Monday, May 6, 1889.

Give post-office address of general office:
Chicago, Illinois.

Give post-office address of operating office:
Chicago, Illinois.

## OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| Chairman of the Board | Geo. C. Magoun | New York, N. Y. |
| President | W. B. Strong | Chicago, Ill. |
| Second Vice-president and Chief Engineer | A. A. Robinson | Chicago, Ill. |
| Third Vice-president and Manager | J. F. Goddard | Chicago, Ill. |
| Secretary | C. S. Sweet | Chicago, Ill. |
| Treasurer | D. L. Gallup | Chicago, Ill. |
| Assistant Treasurer | G. L. Goodwin | Boston, Mass. |
| Assistant Secretary | C. S. Tuckerman | Boston, Mass. |
| Chief Engineer | (See 2d Vice-president) | |
| Solicitor | Geo. R. Peck | Topeka, Kan. |
| Solicitor for Illinois | Norman Williams | Chicago, Ill. |
| Solicitor for Iowa and Missouri | Gardiner Lathrop | Kansas City, Mo. |
| Comptroller | John P. Whitehead | Boston, Mass. |
| Auditor, General | J. W. Reinhart | Boston, Mass. |
| Auditor | C. S. Sutton | Chicago, Ill. |
| Manager | (See 3d Vice-president) | |
| Traffic Manager | W. F. White | Chicago, Ill. |
| General Freight Agent | F. C. Gay | Chicago, Ill. |
| General Passenger Agent, Assistant | J. J. Byrne | Chicago, Ill. |
| General Superintendent | D. J. Chase | Chicago, Ill. |
| Assistant Superintendent | W. P. Moore | Chicago, Ill. |
| Division Superintendent | A. H. Crocker | Chicago, Ill. |
| Division Superintendent for Iowa and Missouri | C. L. Nichols | Ft. Madison, Iowa. |
| Superintendent of Telegraph | C. G. Sholes | Chicago, Ill. |
| General Baggage Agent | P. Walsh | Chicago, Ill. |



## PROPERTY OPERATED.

| NAME. | TERMINALS. FROM— | TERMINALS. TO— | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| Chicago, Santa Fe & California Railway Company | Chicago, Illinois | Kansas City, Missouri* | 438.57 | 438.57 |
| Chicago, Santa Fe & California Railway Company | Ancona, Illinois | Pekin, Illinois† | 52.40 | 52.40 |
| Atchison, Topeka & Santa Fe Railroad Co. in Chicago | Chicago terminals | | 10.58 | |
| Mississippi River Railroad & Toll Bridge Company | Bridge approaches at Ft. Madison | Iowa | .61 | |
| The Sibley Bridge Company | Bridge approaches at Sibley, Missouri | | .76 | |
| Toledo, Peoria & Western Railway Company | Streator Junction, Illinois | Pekin Junction, Illinois | 5.91 | |
| Kansas City Belt Railway Company | Big Blue Junction, Missouri | A., T. & S. F. R. R. Junction | 6.47 | |
| Atchison, Topeka & Santa Fe Railroad Company | A., T. & S. F. R. R. Junction | Union Depot | 1.49 | 25.73 |
| Total mileage operated | | | | 516.70 |
| Total mileage operated in Iowa | | | | 19.76 |

* Exclusive of bridges at Ft. Madison and Sibley.
† Exclusive of track (5.91 miles) from Streator Junction to Pekin Junction, owned by Toledo, Peoria & Western Railway Company.

## CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. June 30, 1889. | MARKET PRICE OF SHARES. Average for year. | DIVIDENDS DECLARED DURING YEAR. Rate. | DIVIDENDS DECLARED DURING YEAR. Amount. |
|---|---|---|---|---|---|---|---|
| CAPITAL STOCK— | | | | | | | |
| Common | $ 100.00 | $ 30,000,000.00 | $ 15,000,000.00 | * | * | | |
| Total | $ 100.00 | $ 30,000,000.00 | $ 15,000,000.00 | | | | |

*No stock has been placed on the market.

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | PARTICULARS AND EXPLANATIONS. |
|---|---|---|---|
| ISSUED FOR CONSTRUCTION— | | | |
| Common | 150,000 | $ 15,000,000.00 | Issued under contract for construction of road in consideration of guaranty of the principal and interest of the company's first mortgage bonds. |
| Total | $ 150,000 | $ 15,000,000.00 | |

Amount of stock per mile of road ..... $ 30,551.76



## FUNDED DEBT.

### COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. Date of issue. | TIME. When due. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | INTEREST. Rate. | INTEREST. When payable. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|---|---|---|---|---|
| First mortgage | Jan. 1, 1887 | Jan. 1, 1937 | $ 15,250,000.00 | $15,250,000.00 | $15,250,000.00 | .05 | Jan. and July. | $ 767,500.00 | $ 765,175.00 |
| Registered six per cent bond, Pekin Division | Sept. 1, 1887 | March 1, 1915 | 733,000.00 | 733,000.00 | 733,000.00 | .06 | Mar. and Sept. | 43,980.00 | 21,990.00 |
| Chicago & St. Louis, first mortgage | March 1, 1885 | March 1, 1915 | 1,500,000.00 | 1,500,000.00 | 1,500,000.00 | .06 | Mar. and Sept. | 90,000.00 | 88,500.00 |
| Total | | | $ 17,583,000.00 | $17,583,000.00 | $17,583,000.00 | | | $ 901,480.00 | $ 875,665.00 |

### RECAPITULATION OF FUNDED DEBT.

| ACCOUNT. | Amount issued. | Amount outstanding. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|
| Bonds | $ 17,583,000.00 | $ 17,583,000.00 | $ 901,480.00 | $ 875,665.00 |
| Total | $ 17,583,000.00 | $ 17,583,000.00 | $ 901,480.00 | $ 875,665.00 |

## CURRENT ASSETS AND LIABILITIES.

### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---|
| Cash | $ 571,900.02 |
| Due from agents | 41,541.84 |
| Due from solvent companies and individuals | 324,061.42 |
| Balance—current liabilities | 6,354,410.50 |
| Total | $ 7,294,004.36 |

Materials and supplies on hand, $307,699.12.

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | |
|---|---|
| Audited vouchers and accounts | $ 6,687,612.64 |
| Wages and salaries | 170,593.78 |
| Net traffic balances due to other companies | 48,237.96 |
| Matured interest coupons unpaid | 387,650.00 |
| Total | $ 7,294,004.36 |



### RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. To Railroads. | APPORTIONMENT. To other Properties. | AMOUNT PER MILE OF ROAD. Miles. | AMOUNT PER MILE OF ROAD. Amount. | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| Capital stock | $ 15,000,000.00 | $ 15,000,000.00 | | 490.97 | $ 30,553.76 | Chicago to Kansas City, exclusive of terminals, bridges, &c., in Chicago and Kansas City. |
| Bonds | 17,585,000.00 | 17,585,000.00 | | 490.97 | 35,812.78 | nals and bridges, 24.35; Atcomo to Pekin |
| Total | $ 32,585,000.00 | $ 32,585,000.00 | | 490.97 | $ 66,364.54 | ($ W. R'y Co., 406.60). |

### MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN INCOME ACCOUNT.

| NAME OF ROAD. | CAPITAL STOCK. | FUNDED DEBT. | CURRENT LIABILITIES. | TOTAL. | AMOUNT PER MILE OF ROAD. Miles. | AMOUNT PER MILE OF ROAD. Amount. |
|---|---|---|---|---|---|---|
| Chicago, Santa Fe & California Railway Co. | $ 15,000,000.00 | $ 17,585,000.00 | $ 6,356,410.50 | $ 38,939,410.50 | 490.97 | |
| Atchison, Topeka & Santa Fe R. R. Co. in Chicago | 5,000,000.00 | 6,415,000.00 | 1,001,154.75 | 12,416,154.75 | 10.51 | |
| Mississippi River Railroad & Toll Bridge Co. | 1,000,000.00 | 650,000.00 | 47,651.86 | 1,697,588.14 | .61 | |
| The Sibley Bridge Co. | 900,000.00 | 850,000.00 | 69,850.40 | 1,680,709.60 | .76 | |
| Total | $ 21,900,000.00 | $ 25,500,000.00 | $ 6,419,562.50 | $ 53,317,862.50 | 502.98 | $ 106,413.65 |

## PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. Included in operating expenses. | Not included in operating expenses. | Total expenditures. | Credits property and material sold. | Differences or net additions to property, etc. |
|---|---|---|---|---|---|
| CONSTRUCTION— | | | | | |
| Right of way | $ | $ | $ 156,208.14 | $ | $ |
| Other real estate | | | | | |
| Grading | | | 620,936.58 | | |
| Bridges and trestles | | | 142,401.04 | | |
| Rails | | | 32,914.61 | | |
| Ties | | | 7,833.25 | | |
| Buildings, furniture and fixtures | | | 547,341.54 | | |
| Shop machinery and tools | | | 47,837.50 | | |
| Engineering expenses | | | 49,813.95 | | |
| Interest during construct'n | | | 120,126.13 | | |
| Discount on securities sold for construction | | | | | |
| Telegraph line | | | 77,294.25 | | |
| Other items | | | 326,071.63 | | |
| Total construction | | | $ 1,974,189.02 | | |
| EQUIPMENT— | | | | | |
| Locomotives | | | $ 876.09 | | |
| Floating equipment | | | 1,168.42 | | |
| Total equipment | | | $ 2,044.51 | | |
| Grand total construction and equipment | | | $ 1,976,234.43 | | |

## COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888. | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| CONSTRUCTION— | | | | |
| Right of way | $ 804,355.40 | $ 156,208.14 | $ 1,050,563.54 | $ 2,139.77 |
| Grading | 4,684,792.51 | 620,936.58 | 5,305,729.09 | 10,805.62 |
| Bridges and trestles | 1,899,537.58 | 142,401.04 | 2,040,938.62 | 4,155.90 |
| Rails | 2,009,416.86 | 32,914.61 | 2,042,331.47 | 4,161.86 |
| Ties | 975,694.58 | 7,833.25 | 983,527.83 | 1,995.37 |
| Buildings, furniture and fixtures | 943,997.55 | 547,341.54 | 1,491,339.09 | 3,037.54 |
| Shop machinery and tools | 180,920.36 | 47,837.50 | 228,757.86 | 465.92 |
| Engineering expenses | 351,499.70 | 49,813.95 | 401,313.65 | 817.36 |
| Discount on securities sold for construction | 1,073,761.38 | 120,126.13 | 1,193,887.51 | 2,431.64 |
| Telegraph line | | | | |
| Purchase of constructed road | 175,007.20 | 77,294.25 | 97,712.95 | 199.02 |
| Other items | 3,578,057.14 | | 3,578,057.14 | 6,889.38 |
| Capital stock | 1,793,992.66 | 326,071.63 | 2,119,164.29 | 4,316.26 |
| | 15,000,000.00 | | 15,000,000.00 | 30,551.76 |
| Total construction | $ 33,941,152.72 | $1,974,189.02 | $ 35,915,342.64 | $ 73,151.81 |
| EQUIPMENT— | | | | |
| Locomotives | | | | |
| Other cars of all classes: | $ 3,767.14 | $ 876.09 | $ 4,643.23 | $ 9.46 |
| 1,000 Gondola coal cars....$200,105.24 | | | | |
| 2 hand derrick cars.... 1,753.36 | | | | |
| 1 steam derrick car..... 8,178.48 | 210,035.08 | 1,168.42 | 211,203.50 | 430.17 |
| Total equipment | $ 213,802.22 | $ 2,044.51 | $ 215,846.73 | $ 439.63 |
| Grand total cost construction and equipment | $ 34,154,954.94 | $1,976,234.43 | $ 36,131,189.37 | $ 73,591.44 |

NOTE.—The equipment, except as shown above, owned by this company, was acquired [illegible] the purchase of Chicago & St. Louis Railway, and is included in item, "Purchase [illegible] nstructed road," as no separate cost of road and equipment can be obtained.

## INCOME ACCOUNT.

| | | |
|---|---|---|
| Gross earnings from operation | $ 3,112,518.85 | |
| Less operating expenses | 2,476,151.51 | |
| Income from operation | | $ 636,367.34 |
| Rentals of tracks, yards and terminals | $ 508.00 | |
| Miscellaneous income, less expenses | 1,995.93 | |
| Nominal value of capital stock owned | 2.00 | |
| Income from other sources | | 2,505.93 |
| Total income | | $ 638,873.27 |
| Deductions from income: | | |
| Interest on funded debt (accrued) | $ 991,480.00 | |
| Rentals, including tracks, yards and terminals | 813,956.91 | |
| Taxes | 102,668.09 | |
| Total deductions from income | | $ 1,818,105.00 |
| Deficit | | $ 1,179,231.73 |
| [illegible] m operations of year ending June 30, 1889 | | $ 1,179,231.73 |

[illegible] n hands of construction department until July 1, 1888.

## EARNINGS FROM OPERATION.

| | | |
|---|---|---|
| PASSENGER— | | |
| Passenger revenue | | $ 643,938.54 |
| Less repayments: | | |
| Tickets redeemed | $ 26,051.96 | |
| Excess fares refunded | 5,709.07 | |
| Other repayments | 44,102.90 | |
| Total deductions | | $ 75,863.93 |
| Total passenger revenue | | $ 568,074.61 |
| Mail | | 45,153.35 |
| Express | | 111,290.12 |
| Extra baggage | | 5,073.75 |
| Other items | | 13,123.21 |
| Total passenger earnings | | $ 742,715.04 |
| FREIGHT— | | |
| Freight revenue | $ 2,380,403.21 | |
| Less repayments | 57,868.33 | |
| Total freight revenue | | $ 2,322,534.88 |
| Other items | | 47,268.93 |
| Total freight earnings | | $ 2,369,803.81 |
| Total passenger and freight earnings | | $ 3,112,518.85 |
| Total gross earnings from operation | | $ 3,112,518.85 |
| Total gross earnings from operation in Iowa | | 109,346.02 |
| Operating expenses per mile of road | | $ 5,041.36 |
| Operating expenses per train mile | | .76 |
| Proportion of operating expenses and taxes for Iowa | | 125,541.82 |
| Percentage of operating expenses to earnings | | 79.56 |
| Deficit per train mile | | .96 |

## BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|---|---|---|---|
| Mississippi River Railroad & Toll Bridge Company | $ 650,000.00 | | |
| The Sibley Bridge Company | 850,000.00 | | |
| Total | $ 1,500,000.00 | | |

## STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|---|---|---|---|
| Mississippi River Railroad & Toll Bridge Company, 10,000 shares at $100.00 per share | $ 1,000,000.00 | | |
| The Sibley Bridge Company, 4,500.00 shares at $100.00 per share | 450,000.00 | | |
| Total | $ 1,450,000.00 | | |



## RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

| DESIGNATION AND SITUATION OF PROPERTY LEASED. | NAME OF COMPANY USING PROPERTY. | ITEM. | TOTAL. |
|---|---|---|---|
| YARDS, TRACKS, ETC.— | | | |
| In and near Joliet, Illinois | Joliet, Aurora & Northern Railway Company | $ 598.00 | |
| Total | | | $ 598.00 |
| Grand total rentals received | | | $ 598.00 |

## MISCELLANEOUS INCOME.

| ITEM. | Gross income. | Less expenses. | Net miscellaneous income. |
|---|---|---|---|
| Interest and exchange | ..... | ..... | $ 1,995.93 |
| Total | ..... | ..... | $ 1,995.93 |

## OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | $ 112,969.81 | $ 168,794.32 | $ 281,764.13 |
| Renewals of ties | 2,191.79 | 3,455.71 | 5,647.50 |
| Repairs of bridges and culverts | 21,607.89 | 33,257.12 | 54,865.01 |
| Repairs of fences, road-crossings, signs, and cattle-ghards | 3,124.50 | 4,855.23 | 7,979.73 |
| Repairs of buildings | 12,855.43 | 20,223.97 | 33,079.40 |
| Repairs of telegraph | 1,658.37 | 2,614.67 | 4,273.04 |
| Total | $ 154,407.79 | $ 233,201.02 | $ 387,608.81 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | $ 50,348.50 | $ 78,243.64 | $ 128,592.14 |
| Repairs and renewals of passenger cars | 47,826.96 | ..... | 47,826.96 |
| Repairs and renewals of freight cars | ..... | 229,452.76 | 229,452.76 |
| Total | $ 98,175.46 | $ 307,696.40 | $ 405,871.86 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of enginemen, firemen, and roundhousemen | $ 100,499.91 | $ 154,964.89 | $ 255,464.80 |
| Fuel for locomotives | 60,109.39 | 154,587.44 | 214,696.83 |
| Water-supply for locomotives | 8,755.58 | 13,804.53 | 22,560.11 |
| All other supplies for locomotives | 10,062.56 | 15,893.46 | 25,956.02 |
| Wages of other trainmen | 38,422.54 | 106,775.83 | 145,198.37 |
| All other train supplies | 67,765.48 | 26,597.73 | 94,363.21 |
| Wages of switchmen, flagmen and watchmen | 38,292.05 | 60,373.39 | 98,665.44 |
| Expense of telegraph, including train dispatchers and operators | 23,281.62 | 36,198.19 | 59,489.81 |
| Wages of station agents, clerks and laborers | 54,350.01 | 150,666.83 | 205,016.84 |
| Station supplies | 9,376.03 | 14,782.77 | 24,158.80 |
| Switching charges—balance | 17,681.89 | 27,878.24 | 45,560.13 |
| Car mileage—balance | 27,569.92 | 64,877.10 | 92,447.02 |
| Loss and damage | 3,450.93 | 21,889.89 | 25,340.82 |
| Injuries to persons | 5,869.63 | 4,101.40 | 9,971.03 |
| Other expenses | 43,273.34 | 77,511.25 | 120,784.59 |
| Total | $ 508,770.88 | $ 930,902.94 | $ 1,439,673.82 |
| GENERAL EXPENSES— | | | |
| Salaries of officers / Salaries of clerks | $ 20,098.60 | $ 37,121.47 | $ 57,820.07 |
| General office expenses and supplies | 14,049.78 | 26,372.86 | 40,422.64 |
| Agencies, including salaries and rent | 6,777.28 | 6,278.41 | 13,055.69 |
| Advertising | 6,145.15 | 9,512.23 | 15,657.38 |
| Insurance | 4,185.80 | 5,714.02 | 9,899.82 |
| Expense of stock yards and elevators | ..... | 10,036.09 | 10,036.09 |
| Rentals not otherwise provided for | 19,560.31 | 15,110.14 | 34,670.45 |
| Legal expenses | 4,119.52 | 5,635.65 | 9,755.17 |
| Stationery and printing | 10,081.81 | 22,102.28 | 32,184.29 |
| Other general expenses | 6,926.27 | 12,569.35 | 19,495.62 |
| Total | $ 92,544.52 | $ 150,452.50 | $ 242,997.02 |



## OPERATING EXPENSES—CONTINUED.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | $ 154,407.79 | $ 233,201.02 | $ 387,608.81 |
| Maintenance of equipment | 98,175.46 | 307,696.40 | 405,871.86 |
| Conducting transportation | 508,770.88 | 930,902.94 | 1,439,673.82 |
| General expenses | 92,544.52 | 150,452.50 | 242,997.02 |
| Grand total | $ 853,898.65 | $ 1,622,252.86 | $ 2,476,151.51 |
| Operating expenses in Iowa | $ 39,215.26 | $ 82,421.03 | $ 121,636.29 |
| Percentage of operating expenses to earnings | 114.97 | 68.46 | 79.56 |

## FENCING IN IOWA.

How many miles of fencing have you on your road in Iowa? ..... 19.76
What is the average cost per mile? ..... $ 182.46
What is the total cost of same? ..... 7,208.44
How many miles of new fencing have you built during the year? .....None.
Give the number of miles needed to complete your fencing in Iowa....None.

## RENTS PAID FOR LEASE OF OTHER PROPERTY.

| DESIGNATION OF PROPERTY. | SITUATION OF PROPERTY LEASED. | NAME OF COMPANY OWNING PROPERTY LEASED. | ITEM. | TOTAL. |
|---|---|---|---|---|
| TRACKS— | | | | |
| 5.91 miles main line | Between Eureka and Washington, Illinois | Toledo, Peoria & West. R'y Co. | $ 8,850.00 | |
| Total | | | | $ 8,850.00 |
| TERMINALS— | | | | |
| Double track (discontinued) | Between Belt Railway Junction and Union Depot, Kansas City | Kansas City, Fort Scott & Memphis Railway Company | $ 2,685.48 | |
| Main track and depot | Kansas City, Missouri | Kansas City Union Depot Co. | 752.12 | |
| All facilities and property | Chicago, Illinois | A., T. & S. F. R. R. Co., in Chicago | 275,000.00 | |
| Locomotives and cars | Used on Line | A., T. & S. F. R. R. Co. | 262,328.16 | |
| Passenger depot and tracks | Polk Street, Chicago | C., W. & I. R. R. Co. | 100,000.00 | |
| Land for location of buildings | State Street, Chicago | Grand Trunk Junction R'y Co. | 78,000.00 | |
| Privilege of right of way | Forty-ninth Street Line, Chicago | Grand Trunk Junction R'y Co. | 18,000.00 | |
| Use of double track | Forty-ninth Street Line, Chicago | Grand Trunk Junction R'y Co. | 4,756.88 | |
| Main line and yard tracks | Kansas City, Missouri | Kansas City Belt R'y Co. | 46,695.82 | |
| Main line and yard tracks | At and between Kansas City, Mo., and Argentine, Kansas | A. T., & S. F. R. R. Co. | 16,928.45 | |
| Total | | | | 805,196.91 |
| Total rentals | | | | $ 813,996.91 |
| Grand total rentals paid | | | | $ 813,996.91 |



## GENERAL BALANCE SHEET.

### DEBIT.

| | | |
|---|---|---|
| Cost of road | $ 35,915,342.64 | |
| Cost of equipment | 215,856.73 | |
| Bonds of other companies owned | 1,500,000.00 | |
| Stocks of other companies owned (nominal value, $1,450,000) | 2.00 | |
| Cash and current assets | 937,503.86 | |
| OTHER ASSETS— | | |
| Materials and supplies | 307,690.12 | |
| Profit and loss | 1,179,231.73 | |
| Total | | $ 40,055,716.08 |

### CREDIT.

| | | |
|---|---|---|
| Capital stock | $ 15,000,000.00 | |
| Funded debt | 17,583,000.00 | |
| Current liabilities | 7,294,004.36 | |
| Accrued interest on funded debt not yet payable (Chicago & St. Louis Railway Company bonds, $30,000; Pekin Division bonds, $21,990) | 51,990.00 | |
| Credit balances | 126,721.72 | |
| Total | | $ 40,055,716.08 |

## CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

### RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| NET INCOME: | | |
| From operation | $ 636,367.34 | |
| From other sources | 2,503.93 | |
| Total | | $ 638,871.27 |
| INCREASE IN LIABILITIES: | | |
| Increase in current liabilities | $ 2,158,042.08 | |
| Total | | $ 2,158,042.08 |
| DECREASE IN ASSETS: | | |
| Cash on hand | $ 95,997.47 | |
| Cash assets | 726,841.29 | |
| Other assets | 180,852.32 | |
| Total | | $ 1,003,691.08 |
| Grand total | | $ 3,800,604.43 |

RESOURCES ACCOUNTED FOR.

| | | |
|---|---|---|
| FIXED CHARGES: | | |
| Interest on funded debt paid | $ 875,665.00 | |
| Rentals | 813,956.91 | |
| Taxes | 102,668.09 | |
| Total | | $ 1,792,290.00 |
| BETTERMENTS TO PROPERTY: | | |
| Other permanent improvements | 1,974,189.92 | |
| Additional equipment | 2,044.51 | |
| Total | | $ 1,976,234.43 |
| DECREASE IN LIABILITIES: | | |
| Reduction of funded debt | $ 32,080.00 | |
| Total | | $ 32,080.00 |
| Grand total | | $ 3,800,604.43 |

## IMPORTANT CHANGES DURING THE YEAR.

Car trust obligations, amounting to $32,080, outstanding June 30, 1888, have been paid during the year.

## CONTRACTS, AGREEMENTS, ETC.

### EXPRESS COMPANIES.

Agreement with Wells, Fargo & Co. by which the railway company transports express matter for fifty per cent of the entire gross earnings of the express company from business on this line.

### MAILS.

Mail is carried from Chicago to Kansas City, 454.82 miles (as per statement of United States Post-office Department), at $83.79 per mile per annum. Mail is carried from Ancona to Pekin, Ill., 57.50 miles, at rate of $48.74 per mile per annum.

### TELEGRAPH.

Western Union Telegraph Company is half owner in telegraph line, and the revenue derived from transmission of messages is divided equally between the telegraph company and the railway company.



SECURITY FOR FUNDED DEBT.

| CLASS OF ROAD OR OBLIGATION. | WHAT ROAD MORTGAGED. | Miles. | Amount of mortgage per mile of line. | What securities mortgaged. |
|---|---|---|---|---|
| Bonds of Chicago, Santa Fe & California Railway Co., first mortgage. | Chicago, Ill., to Kansas City, Mo. | 468.57 | $ 35,000.00 | |
| Registered six per cent mortgage bond, Pekin Division | Ancona, Ill., to Pekin, Ill. | 52.40 | 13,986.55 | |

## EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers | 13 | $ 46,747.07 | |
| Assistant superintendents | 1 | 2,500.00 | |
| Division superintendents | 2 | 6,730.00 | |
| Civil engineers | 12 | 17,707.42 | |
| Master mechanics | 2 | 3,460.00 | |
| Road masters | 5 | 7,650.09 | |
| General office clerks | 120 | 92,162.43 | |
| Station and other clerks | 148 | 93,198.36 | |
| Station agents | 78 | 48,707.27 | |
| Other station men | | | |
| Engineemen | 106 | 151,308.59 | |
| Firemen | 93 | 80,634.20 | |
| Conductors | 77 | 76,780.11 | |
| Other trainmen | 155 | 98,870.95 | |
| Machinists | 36 | 44,016.58 | |
| Carpenters | 122 | 92,291.87 | |
| Other shopmen | 264 | 160,044.82 | |
| Section foremen | 63 | 52,697.25 | |
| Other trackmen | 591 | 236,949.99 | |
| Switchmen, flagmen and watchmen | 145 | 90,133.58 | |
| Telegraph operators and dispatchers | 65 | 43,058.57 | |
| All other employes and laborers | 1,136 | 508,970.92 | |
| Wipers | 89 | 38,138.04 | |
| Total | 3,343 | $ 2,082,684.62 | |
| DISTRIBUTION OF ABOVE: | | | |
| General administration | 133 | $ 128,909.50 | |
| Maintenance of way and structures | 1,220 | 566,500.38 | |
| Maintenance of equipment | 553 | 337,951.31 | |
| Conducting transportation | 1,417 | 1,009,233.43 | |
| Total | 3,343 | $ 2,082,684.62 | |



## PASSENGER, FREIGHT, AND TRAIN MILEAGE.

| | | |
|---|---|---|
| PASSENGER TRAFFIC: | | |
| Number of passengers carried earning revenue | 322,376 | |
| Number of passengers carried one mile | 262,276,984 | |
| Average distance carried, miles | 82 | |
| Total passenger revenue | | $ 568,074.61 |
| Average amount received from each passenger | | 1.76 |
| Average receipts per passenger per mile | | .02.162 |
| Estimated cost of carrying each passenger one mile | | .03.250 |
| Passenger earnings per mile of road | | 1,099.43 |
| Passenger earnings per train mile | | .62 |
| FREIGHT TRAFFIC: | | |
| Number of tons carried of freight earning revenue | 1,344,334 | |
| Number of tons carried one mile | 262,168,005 | |
| Average distance haul of one ton, miles | 195 | |
| Total freight revenue | | $ 2,322,534.88 |
| Average amount received for each ton of freight | | 1.73 |
| Average receipts per ton per mile | | .00.886 |
| Estimated cost of carrying one ton one mile | | .00.419 |
| Freight earnings per mile of road | | 4,494.94 |
| Freight earnings per train mile | | 1.60 |
| PASSENGER AND FREIGHT: | | |
| Passenger and freight earnings | | $ 2,890,609.49 |
| Passenger and freight earnings per mile of road | | 5,594.37 |
| Expense per mile of road | | 4,792.24 |
| Total earnings per mile of road, including mails, express etc. | | 6,023.84 |
| Number of passenger trains | 6,881 | |
| Number of freight trains | 17,909 | |
| TRAIN MILEAGE: | | |
| Miles run by passenger trains | 922,537 | |
| Miles run by freight trains | 1,454,329 | |
| Total mileage trains earning revenue | 2,376,866 | |
| Miles run by switching trains | 734,985 | |
| Miles run by construction and other trains | 161,380 | |
| Grand total train mileage | 3,273,231 | |
| Mileage of loaded freight cars—east | 10,519,943 | |
| Mileage of loaded freight cars—west | 12,330,141 | |
| Mileage of empty freight cars—east | 6,577,117 | |
| Mileage of empty freight cars—west | 6,380,862 | |
| Average number of freight cars in train | 28 | |
| Average number of loaded cars in train | 17 | |
| Average number of empty cars in train | 11 | |
| Average number of tons of freight in train | 85 | |
| Average number of tons of freight in each loaded car | 5 | |

What per cent does the local freight business of Iowa bear to the total freight business of the entire line?

Five hundredths.

What per cent does local freight business of Iowa bear to freight originating on your line in Iowa and passing outside the State?

Three and sixty-six hundredths.

What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?

One and fifty hundredths.

What per cent of freight received at each station on your road is local and what per cent inter-State?

Twenty-eight and forty-nine hundredths local; seventy-one and fifty-one hundredths inter-State.

What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

Four and thirty-four hundredths.

What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

Sixteen and ten one hundredths.

What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?

Ten and eighty-one hundredths per cent.



## FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road, whole tons. | Freight received from roads and other carriers, whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | In Iowa. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | 101,103.6 | 100,350.9 | 201,454.5 | 64,775.5 |
| Flour | 697.7 | 1,388.8 | 2,086.5 | 906.5 |
| Other mill products | 2,019.2 | 692.6 | 2,711.8 | 1,164.1 |
| Hay | 4,080 | 770.8 | 4,850.8 | 487.6 |
| *Tobacco | | | | |
| *Cotton | | | | |
| Fruit and vegetables | 2,027.8 | 4,763.8 | 6,791.6 | 5,209.8 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | 45,179.4 | 62,703.9 | 107,883.3 | 80,919.2 |
| Dressed meats, Other packing-house products | 4,696.7 | 4,467 | 9,163.7 | 6,034.9 |
| Poultry, game and fish | | | | |
| Wool | 418.4 | 3,709.2 | 4,127.6 | 2,784.6 |
| Hides and leather | 1,819.7 | 3,119.7 | 4,939.4 | 3,153.4 |
| PRODUCTS OF MINES— | | | | |
| †Anthracite coal | | 291.8 | 291.8 | 99.3 |
| Bituminous coal | 289,886.9 | 23,586.1 | 313,473 | 15,440.8 |
| ‡Coke | | | | |
| Ores | 587.2 | 5,233.5 | 5,820.7 | 4,050.1 |
| Stone, sand and other like articles | 123,640.6 | 2,698.8 | 126,348.4 | 2,215.9 |
| Salt | 7,790.1 | 2,502.1 | 10,292.2 | 5,388.3 |
| PRODUCTS OF FOREST— | | | | |
| Lumber | 68,153.3 | 38,532.2 | 106,685.5 | 43,850.2 |
| MANUFACTURES— | | | | |
| Petroleum and other oils | 3,973.2 | 14,561.7 | 18,534.9 | 17,046.7 |
| *Sugar | | | | |
| *Naval stores | | | | |
| Iron, pig and bloom | 5,300.9 | 5,939.8 | 11,240.7 | 7,809.5 |
| Iron and steel rails, ties and other railroad material | 75,790.6 | 9,782 | 85,572.6 | 72,207.2 |
| Other castings and machinery | 25,456.5 | 11,151.6 | 36,608.1 | 33,961 |
| Bar and sheet metal | 2,543.8 | 7,896.1 | 10,439.9 | 9,101.7 |
| Cement and lime | 9,242.9 | 2,616.8 | 11,859.7 | 1,575.3 |
| Agricultural implements | 3,157.6 | 2,686.6 | 5,844.3 | 5,106.4 |
| Wagons, carriages, tools, etc | 6,627.2 | 4,571.1 | 10,598.3 | 9,817.2 |
| *Wines, liquors and beers | | | | |
| Household goods and furniture | 5,150.2 | 3,589 | 8,748.2 | 6,993.3 |
| Brick and tile | 2,175.6 | 1,217.2 | 3,392.8 | 1,098.2 |
| MERCHANDISE | 58,790 | 77,979.2 | 136,769.2 | 94,985.7 |
| MISCELLANEOUS— | | | | |
| Other commodities not mentioned above, C., S. F. & C. R'y construction material | 96,932.6 | | 96,932.6 | 16,822.7 |
| Total tonnage | 546,959.7 | 397,374.3 | 1,344,334 | 514,464.1 |

*Included in merchandise.

†July to December, 1888, hard coal classified with soft.

‡Included in soft coal.

## TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT FT. MADISON, IOWA, FOR THE YEAR ENDING JUNE 30, 1889.

| | |
|---|---|
| East bound number of tons | 216,544 |
| West bound number of tons | 307,097 |
| Total tons | 523,641 |

## DESCRIPTION OF EQUIPMENT.

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|---|---|---|---|---|---|---|
| | | | Number. | Kind. | Number. | Kind. |
| LOCOMOTIVES— | | | | | | |
| Passenger | | 5 | 5 | Westinghouse | | |
| Freight | | 9 | 9 | Automatic | | |
| Switching | | 3 | 3 | Automatic | | |
| Total | | 17 | 17 | | | |
| CARS IN PASSENGER SERVICE— | | | | | | |
| First-class passenger cars | | 4 | 4 | Automatic | | |
| Baggage, express and postal cars | | 2 | 2 | Automatic | | |
| Total | | 6 | 6 | | | |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Box cars | | 956 | 1 | Automatic | | |
| Flat cars | 31 | 1,114 | 3 | Automatic | | |
| Stock cars | | 50 | | | | |
| Coal cars | | 680 | | | | |
| Total | 31 | 2,800 | 4 | | | |
| CARS IN COMPANY'S SERVICE: | | | | | | |
| Derrick cars, hand | | 2 | 2 | Automatic | | |
| Derrick cars, steam | | 1 | 1 | Automatic | | |
| Caboose cars | | 5 | 1 | Automatic | | |
| Other road cars, pile drivers | | 2 | 2 | Automatic | | |
| Water tank | | 1 | | | | |
| Total | | 11 | 6 | | | |
| Total owned | | 2,834 | 33 | | | |
| CARS LEASED— | | | | | | |
| First-class coaches | | 57 | 57 | Automatic | | |
| Second-class coaches | | 27 | 27 | Automatic | | |
| Dining cars | | 4 | 4 | Automatic | | |
| Chair cars | | 8 | 8 | Automatic | | |
| Baggage and express cars | | 21 | 21 | Automatic | | |
| Baggage, mail and express cars | | 24 | 24 | Automatic | | |
| Box cars | | 1,256 | 1,250 | Automatic | | |
| Stock cars | | 850 | 850 | Automatic | | |
| Flat cars | | 60 | 60 | Automatic | | |
| Caboose cars | | 60 | 60 | Automatic | | |
| Coal cars | | 1,720 | 1,720 | Automatic | | |
| Grand total | | 6,915 | 4,114 | | | |



## MILEAGE.

### A. MILEAGE OF ROAD OPERATED.

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary company. | New line constructed during year. | Line operated under trackage rights. | Total mileage exclusive of trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. Iron (lbs.) | RAILS. Steel (lbs.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track | 438.57 | 32.40 | 17.86 | | | | 7.87 | | 516.70 | | 50 | 62, 63, 65, 71 |
| Miles of yard track, sidings and spurs | 118.96 | 9.60 | | | | | 8.25 | | 139.81 | | | |
| Total mileage operated (all tracks) | 557.53 | 55.00 | 17.86 | | | | 16.12 | | 646.51 | | | |

### B. MILEAGE OF LINE BY STATES AND TERRITORIES.

#### 1. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned | Line operated under lease. | Line operated under contract. | Line of proprietary company. | New line constructed during year. | Line operated under trackage rights. | Total mileage exclusive of trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. Iron (lbs.) | RAILS. Steel (lbs.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Illinois | 285.30 | 32.40 | 16.49 | | | | | 284.26 | | | 50 | 62, 63, 65, 71 |
| Iowa | 19.70 | | .61 | | | | | 20.37 | | | | 71 |
| Missouri | 133.42 | | .76 | | | | 7.87 | 194.18 | | | | 71 |
| Total mileage operated (single tracks) | 438.57 | 32.40 | 17.86 | | | | 7.87 | 508.80 | | | | |

## RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|---|---|---|---|---|---|---|
| Kind. | Tons. | Weight per yard, lbs. | Average price per ton at distributing point. | Kind. | Number. | Average price at distributing point. |
| STEEL— Pekin Branch*. | 265.62 | 52 | $ 39.04 | Oak and Cedar | 96,767 | Oak, .42<br>Ced., .32 |
| Total steel | 265.62 | 52 | $ 39.04 | Total | 96,767 | |

* Laid in place of 50 lb. iron.

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | Wood, cords—hard. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|
| Passenger | 29,302.1500 | 482¾ | 29,544.5 | 955,053 | 61 |
| Freight | 81,898.100 | 1,164½ | 82,480.3 | 1,631,556 | 101 |
| Switching | 16,873.800 | 621 1-16 | 17,183.9 | 734,985 | 41 |
| Total | 128,074.400 | 2,268 5-16 | 129,208.7 | 3,321,594 | 78 |
| Average cost at distributing point | $ 1.62 | $ 3.10 | $ 1.65 | | |

## ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | | EMPLOYES. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | TRAINMEN. | | SWITCHMEN, FLAGMEN, AND WATCHMEN. | | OTHER EMPLOYES. | | TOTAL. | |
| | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling | Iowa | | 1 | 1 | 1 | | 1 | 1 | 3 |
| | | 1 | 6 | 1 | 6 | | | 2 | 12 |
| Falling from trains and engines | | 3 | 5 | | 1 | | | 3 | 6 |
| Collisions | | | 3 | | | 1 | 6 | 1 | 9 |
| Derailments | | | 4 | | | | 3 | | 7 |
| Other train accidents | | | 3 | | | 7 | | 7 | 3 |
| At highway crossings | | | | 1 | | | | 1 | |
| At stations | | | | 1 | | | | 1 | |
| Other causes | | | | | | 2 | | 2 | |
| Total | Iowa | | 1 | 1 | 1 | | 1 | 1 | 3 |
| | | 4 | 21 | 3 | 7 | 10 | 9 | 17 | 37 |



## ACCIDENTS TO PERSONS—CONTINUED.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Collisions | 4 | 3 | | | | | 4 | 3 |
| Derailments | | | | 1 | | | | 1 |
| Other train accidents | 1 | | 5 | 4 | 1 | 1 | 7 | 5 |
| At highway crossing | | | | | | 5 | | 5 |
| At stations | | | 2 | 2 | 2 | | 4 | 2 |
| Other causes | 3 | | 3 | 1 | | | 6 | 1 |
| Total | 8 | 3 | 10 | 8 | 3 | 6 | 21 | 17 |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | PROFILE. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Ascending grades. | | | Descending grades. | | | |
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of level line—miles. | Number. | Sum of ascents—feet. | Aggregate length of ascending grades—miles. | Number. | Sum of descents—feet. | Aggregate length of descending grades—miles. |
| Chicago | Fort Madison | 205.20 | 153 | 32.27 | 57.42 | 282 | 20,438 | 10,080 | 274 | 22,814 | 11,645 |
| Ancona | Pekin* | 68.11 | 51 | 31.08 | 53.66 | 260 | 2,500 | 8,654 | 266 | 23,325 | 7,298 |
| Fort Madison | Kansas City | 213.18 | 203 | | 111.08 | 589 | 45,986 | 19,937 | 540 | 46,040 | 18,943 |
| Total | | 486.88 | 407 | 63.35 | 422.50 | | | | | | |
| IN IOWA— | | | | | | | | | | | |
| Mississippi River | Des Moines River | 19.76 | 23 | 3.70 | 16.04 | 4.57 | | 15.19 miles undulating grades. | | | |

* Includes 5.91 miles leased from T., P. & W. R'y Co.



## CHARACTERISTICS OF ROAD IN IOWA.

BRIDGES—
Number iron, 1; aggregate length, feet ..... 450
Number wooden, 14; aggregate length, feet..... 1,908
Number combination, 2; aggregate length, feet ..... 252

## CHARACTERISTICS OF ROAD—CONTINUED.

BRIDGES—
Number iron, 13; aggregate length, feet..... 3,393
Number wooden, 639; aggregate length, feet..... 81,940
Number combination, 44; aggregate length, feet ..... 5,405

GAUGE OF TRACK—
Four feet and eight and one half inches.

## QUESTIONS FOR GENERAL INFORMATION.

What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs:

Passenger facilities and use of depot, Chicago, leased from Chicago & Western Indiana Railroad Company; trackage facilities in and near Chicago, leased from Chicago & Grand Trunk Railway Company; trackage facilities in and near Kansas City, Missouri, leased from Kansas City Belt Railway Company; Union Depot facilities at Kansas City, leased from Kansas City Union Depot Company; all facilities and property in Chicago, leased from Atchison, Topeka & Santa Fe Railroad Company in Chicago; main line and yard tracks at and between Kansas City and Argentine, leased from Atchison, Topeka & Santa Fe Railroad Company; trackage facilities at and near Kansas City, Missouri, leased from Kansas City, Ft. Scott & Memphis Railway Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic:

This company is subject to the rules of the following associations: On freight business—Western Freight Association, Trans-Continental Association, Trans-Missouri Association, Western Classification Committee. On passenger business—Western States Passenger Association, Trans-Continental Association.

STATE OF MASSACHUSETTS, } ss.
COUNTY OF SUFFOLK. }

We, the undersigned, J. W. Reinhart, Fourth Vice-president, and C. S. Sutton Auditor of the Chicago, Santa Fe & California Railway Company, on our oath do severally say, that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

J. W. REINHART,
*Fourth Vice-president.*
C. S. SUTTON,
*Auditor.*

Subscribed and sworn to before me this 26th day of October, 1889.
[SEAL.] GEO. L. GOODWIN,
*Notary Public.*

# ANNUAL REPORT

OF THE

# HUMESTON & SHENANDOAH RAILROAD COMPANY,

TO THE

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

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## HISTORY.

Name of common carrier making this report:
Humeston & Shenandoah Railroad Company.

Date of organization:
February 12, 1881.

Under laws of what government, State or Territory organized? If more than one name all; give reference to each statute and all amendments thereof:
Iowa.

If a consolidated company, name the constituent companies? Give reference to charters of each, and all amendments of same.
Original organization.

## ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| James F. How | St. Louis, Mo. | Second Wednesday of April, 1890. |
| George S. Grover | St. Louis, Mo. | |
| Charles M. Hays | St. Louis, Mo. | |
| W. W. Baldwin | Burlington, Iowa. | |
| H. B. Scott | Burlington, Iowa. | |
| H. E. Jarvis | Burlington, Iowa. | |

Total number of stockholders at date of last election:
Eight.

Date of last meeting of stockholders for election of directors:
April 10, 1889.

Give post-office address of general office:
Clarinda, Iowa.

Give post-office address of operating office:
Clarinda, Iowa.



## OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| President | James F. How | St. Louis, Mo. |
| Secretary | E. C. Murphy | Clarinda, Iowa. |
| Treasurer | W. W. Baldwin | Burlington, Iowa. |
| Assistant Treasurer | J. H. Ells | Clarinda, Iowa. |
| Auditor | J. H. Ells | Clarinda, Iowa. |
| General Manager | E. C. Murphy | Clarinda, Iowa. |
| General Passenger Agent, General Ticket Agent, General Freight Agent | H. S. Nelson | Clarinda, Iowa. |

## PROPERTY OPERATED.

| NAME. | TERMINALS. FROM— | TERMINALS. TO— | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| MAIN LINE OWNED— | | | | |
| Humeston & Shenandoah Railroad | Van Wert, Iowa | Shenandoah, Iowa | 95.45 | 95.45 |
| LINE OPERATED UNDER TRACKAGE RIGHTS— | | | | |
| Keokuk & Western Railroad | Humeston, Iowa | Van Wert, Iowa | 17.08 | 17.08 |

The Humeston & Shenandoah Railroad Company has only the right to run its through trains on the Keokuk & Western Railroad, the local earnings from the line between Humeston and Van Wert accruing to the latter company. The earnings and expenses of the Humeston & Shenandoah Railroad Company will therefore be apportioned to the 95.45 miles of track owned.



## CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. June 30, 1889. | MARKET PRICE OF SHARES. Average for the year. | DIVIDENDS DECLARED DURING YEAR. Rate. | DIVIDENDS DECLARED DURING YEAR. Amount |
|---|---|---|---|---|---|---|---|
| CAPITAL STOCK— | | | | | | | |
| Common | $ 100.00 | $ 4,026,000.00 | $ 4,026,000.00 | *$ | *$ | | |
| Total | $ 100.00 | $ 4,026,000.00 | $ 4,026,000.00 | | | | |

*Unknown; stock is not listed on any Exchange.

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | PARTICULARS AND EXPLANATIONS. |
|---|---|---|---|
| ISSUED FOR CONSTRUCTION— | | | |
| Common | 40,260 | | |

| | | |
|---|---|---|
| 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 | | 300.00 |
| Total number of stockholders | 8 | |
| Number of stockholders in Iowa | 3 | |

## FUNDED DEBT.

### COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | INTEREST.* | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Date of issue. | When due. | | | | | Rate. | When payable. | Amount accrued during year. | Amount paid by lessees during year. |
| First mortgage | Ap. 1, 1881 | Mch 31, 1911 | $ 3,000,000.00 | $ 2,684,000.00 | $ 2,684,000.00 | $ 2,684,000.00 | 7 | Jan. 1, July 1 | $ 187,880.00 | $ 187,880.00 |

*No portion of this interest was paid from earnings of the Humeston & Shenandoah Railroad Company, and as will be seen by reference to income account the earnings applicable to payment of interest amounted only to $2,377.03, or 89-1000 of one per cent on the funded debt.
The C., B. & Q. R. R. Co. and W., St. L. & P. R'y Co., as lessees of the H. & S. R. R., jointly provided for the interest payments and were credited in accounts of H. & S. R. R. Co. with the sum of $187,880 for rental of the line.
Amount of funded debt representing road in Iowa, all.

### RECAPITULATION OF FUNDED DEBT.

| ACCOUNT. | Amount issued. | Amount outstanding. | INTEREST. | |
|---|---|---|---|---|
| | | | Amount accrued during year. | Amount paid by lessees during year. |
| Bonds | $ 2,684,000.00 | $ 2,684,000.00 | $ 187,880.00 | $ 187,880.00 |



## CURRENT ASSETS AND LIABILITIES.

### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---|
| Cash | $ 31,461.27 |
| Due from agents | 135.73 |
| Net traffic balances due from other companies | 15,666.41 |
| Due from solvent companies and individuals | 93,940.00 |
| Total | $ 141,185.51 |
| Materials and supplies on hand | 10,953.51 |

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | |
|---|---|
| Audited vouchers and accounts | $ 13,566.77 |
| Wages and salaries | 6,033.09 |
| Matured interest coupons unpaid | 93,940.00 |
| Balance cash assets | 26,909.65 |
| Total | $ 141,185.51 |

## RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. To Railroads. | APPORTIONMENT. To other Properties. | AMOUNT PER MILE OF ROAD. Miles. | AMOUNT PER MILE OF ROAD. Amount. | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| Capital stock | $ 4,025,000.00 | All. | | 95.45 | $ 42,170.15 | |
| Bonds | 2,694,000.00 | | | 95.45 | 28,119.44 | |
| Total | $ 6,719,000.00 | | | 95.45 | $ 70,289.59 | |
| All in Iowa. | | | | | | |



### COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888. | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| Grand total cost construction and equipment—all in Iowa | $ 6,719,311.95 | | $ 6,719,311.95 | $ 70,396.14 |

### INCOME ACCOUNT.

(FOR ROADS MAKING OPERATING REPORTS.)

| | | |
|---|---|---|
| Gross earnings from operation | $ 148,118.71 | |
| Less operating expenses | 126,795.59 | |
| Income from operation | $ 21,323.12 | |
| Total income | | $ 21,323.12 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued (paid by lessees). | | |
| Rentals, including tracks, yards and terminals | $ 10,400.00 | |
| Taxes | 8,546.09 | |
| Total deductions from income | | $ 18,946.09 |
| Net income | | $ 2,377.03 |
| Surplus from operations of year ending June 30, 1889 | | $ 2,377.03 |
| Surplus on June 30, 1888 | | 39,711.35 |
| Surplus on June 30, 1889 | | $ 42,088.38 |
| All for Iowa. | | |

## EARNINGS FROM OPERATION.

| | | |
|---|---|---|
| PASSENGER: | | |
| Passenger revenue | | $ 27,153.46 |
| Less repayments: | | |
| Tickets redeemed | $ 9.56 | |
| Excess fares refunded | 82.05 | |
| Total deductions | | $ 91.61 |
| Total passenger revenue | | $ 27,061.75 |
| Mail | $ 6,784.52 | |
| Express | 2,712.00 | |
| | | 9,496.52 |
| Total passenger earnings | | $ 36,558.31 |
| FREIGHT: | | |
| Freight revenue | | $ 102,895.28 |
| Less repayments: | | |
| Overcharge to shippers | $ 385.54 | |
| Total deductions | | 385.54 |
| Total freight revenue | | $ 102,509.74 |
| Total freight earnings | | $ 102,509.74 |
| Total passenger and freight earnings | | $ 139,068.05 |
| OTHER EARNINGS FROM OPERATION: | | |
| Telegraph companies | $ 293.27 | |
| Rentals not otherwise provided for | 8,757.39 | |
| Total other earnings | | 9,050.66 |
| Total gross earnings from operation | | $ 148,118.71 |
| Total gross earnings from operation in Iowa | All. | |
| Operating expenses per mile of road | | $ 1,329.46 |
| Operating expenses per train mile | | 76.6 |
| Proportion of operating expenses and taxes for Iowa | All. | |
| Percentage of expenses to earnings | | 85.6 |
| *Net earnings per train mile | | 12.6 |
| Percentage of earnings, above all expenses, to stock and debt, 35 1,000ths of one per cent. | | |
| Percentage of earnings to cost of road and equipment, 35 1,000ths of one per cent. | | |
| Surplus at the commencement of the year | | $ 30,711.32 |
| Surplus at the close of the year | | 42,088.32 |

## MISCELLANEOUS INCOME.

| ITEM. | Gross income. | Less expenses. | Net miscellaneous income. |
|---|---|---|---|
| RENTALS— | | | |
| Locomotives in service of other companies | $ 8,461.00 | $ | $ |
| House owned by H. & S. R. R. Co | 180.00 | | |
| Trackage of foreign roads' trains on H. & S. R. R. | 116.39 | | |
| Total | $ 8,757.39 | $ | $ 8,757.39 |

*Net earnings understood as being the amount earned above operating expenses only, taxes and rentals not included.



## OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | $ 13,294.58 | $ 17,047.64 | $ 30,442.22 |
| Renewals of rails | 168.32 | 214.09 | 382.41 |
| Renewals of ties | 2,511.17 | 3,196.04 | 5,707.21 |
| Repairs of bridges and culverts | 2,939.82 | 3,365.23 | 6,045.05 |
| Repairs of fences, road-crossings, signs and cattle-guards | 1,034.49 | 1,303.83 | 2,338.32 |
| Repairs of buildings | 1,146.71 | 1,459.44 | 2,606.15 |
| Repairs of telegraph | 32.47 | 41.33 | 73.80 |
| Total | $ 20,937.40 | $ 26,647.60 | $ 47,585.00 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | $ 3,175.81 | $ 4,589.52 | $ 7,765.33 |
| Repairs and renewals of passenger cars | 1,671.87 | | 1,671.87 |
| Repairs and renewals of freight cars | | 3,976.53 | 3,976.53 |
| Total | $ 4,847.68 | $ 8,566.05 | $ 13,413.73 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of engineemen, firemen, and roundhousemen | $ 5,087.78 | $ 7,220.77 | $ 12,308.55 |
| Fuel for locomotives | 1,515.65 | 9,176.18 | 10,691.83 |
| Water-supply for locomotives | 424.75 | 540.56 | 965.29 |
| All other supplies for locomotives | 179.10 | 420.63 | 599.73 |
| Wages of other trainmen | 4,927.76 | 7,077.61 | 11,005.37 |
| All other train supplies | 381.07 | 377.42 | 758.49 |
| Wages of switchmen, flagmen and watchmen | 93.06 | 118.44 | 211.50 |
| Wages of station agents, clerks and laborers | 4,536.45 | 5,773.43 | 10,309.88 |
| Station supplies | 432.21 | 550.08 | 982.29 |
| Loss and damage | 172.01 | 891.77 | 1,063.78 |
| Injuries to persons | 6,469.00 | 618.25 | 7,087.25 |
| Total | $ 24,218.82 | $ 32,725.14 | $ 56,943.96 |
| GENERAL EXPENSES— | | | |
| Salaries of officers | $ 2,483.76 | $ 3,161.16 | $ 5,644.92 |
| Salaries of clerks | 783.43 | 997.10 | 1,780.53 |
| General office expenses and supplies | 166.31 | 211.66 | 377.97 |
| Advertising | 81.02 | 103.11 | 184.13 |
| Insurance | 301.58 | 383.82 | 685.40 |
| Legal expenses | 79.18 | 100.77 | 179.95 |
| Total | $ 3,895.28 | $ 4,957.62 | $ 8,852.90 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | $ 20,937.40 | $ 26,647.60 | $ 47,585.00 |
| Maintenance of equipment | 4,847.68 | 8,566.05 | 13,413.73 |
| Conducting transportation | 24,218.82 | 32,725.14 | 56,943.96 |
| General expenses | 3,895.28 | 4,957.62 | 8,852.90 |
| Grand total | $ 53,899.18 | $ 72,896.41 | $ 126,795.59 |
| Operating expenses for Iowa | All | | |
| Percentage of operating expenses to earnings | | | 85.6 |

We use, in this report, the Commissioners' basis for division of operating expenses between passenger and freight, although we think it an unfair one for this line, passenger traffic being overcharged and freight traffic undercharged. With our light passenger traffic, it is evident there is no profit in that branch of our business; but we do not think it has cost $17,340.87 more in mere operating expenses to run our passenger trains than they have earned, as this report indicates.

## FENCING IN IOWA.

| | |
|---|---|
| How many miles of fencing have you on your road in Iowa? | 119.6 |
| What is the average cost per mile? | $ 203.11 |
| What is the total cost of same? | 22,472.71 |
| How many miles of new fencing have you built during the year? | 13.5 |
| Give the number of miles needed to complete your fencing in Iowa | 70.2 |

## RENTALS PAID.

### RENTS PAID FOR LEASE OF ROAD.

| | |
|---|---|
| Keokuk & Western Railroad Company | $ 10,400.00 |
| Total | $ 10,400.00 |

TRACKAGE RIGHTS—
Humeston to Van Wert, 17.08 miles.

## GENERAL BALANCE SHEET.

### DEBIT.

| | |
|---|---|
| Cost of road and equipment | $ 6,719,311.95 |
| Cash and current assets | 26,990.65 |
| Materials and supplies | 10,951.51 |
| Total | $ 6,757,253.11 |

### CREDIT.

| | |
|---|---|
| Capital stock | $ 4,036,000.00 |
| Funded debt | 2,684,000.00 |
| Local aid | 5,174.73 |
| Profit and loss | 42,088.38 |
| Total | $ 6,757,253.11 |

## CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

### RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| NET INCOME: | | |
| From operation | $ 21,323.12 | |
| Total | | $ 21,323.12 |
| INCREASE IN LIABILITIES: | | |
| Increase in current liabilities | $ 5,851.95 | |
| Total | | $ 5,851.95 |
| DECREASE IN ASSETS: | | |
| Cash assets | $ 2,144.55 | |
| Other assets | 780.36 | |
| Total | | $ 2,924.91 |
| Grand total | | $ 30,099.98 |



### RESOURCES ACCOUNTED FOR.

| | | |
|---|---|---|
| FIXED CHARGES: | | |
| Interest on funded debt paid by lessees. | | |
| Rentals | $ 10,400.00 | |
| Taxes | 8,546.09 | |
| Total | | $ 18,946.09 |
| INCREASE IN ASSETS: | | |
| Cash on hand | $ 11,153.89 | |
| Total | | $ 11,153.89 |
| Grand total | | $ 30,099.98 |

## CONTRACTS, AGREEMENTS, ETC.

### EXPRESS COMPANIES.

American Express Company does business on the line, paying $226 per month for the privilege.

### MAILS.

United States mail is carried on one passenger train daily except Sunday, at rate of $70.11 per mile per annum.

### SLEEPING, PARLOR OR DINING CAR COMPANIES.

No sleeping, parlor or dining cars are run.

### FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

No contracts with fast freight, or similar transportation companies.

### OTHER RAILROAD COMPANIES.

The usual traffic agreements with connecting lines, subject to change from time to time.

### TELEGRAPH COMPANIES.

Telegraph line built and owned by H. & S. R. R. Co. Instruments and batteries furnished by Western Union Telegraph Company. Earnings from commercial business divided between telegraph and railroad companies.

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | Miles. | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|---|---|---|---|---|---|---|
| First mortgage bonds | From Van Wert, Iowa, to Shenandoah, Iowa | 65.45 | $28,110.44 | * | | |

*Eighteen locomotives, four passenger train cars, seventy-six freight and caboose cars.



EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers, general manager, assistant treasurer, general freight and passenger agent | 2.4 | $ 5,644.92 | $ |
| Master mechanic and road-master and master mechanic's office | 2 | 2,580.00 | |
| General office clerks, etc. | 3.8 | 2,560.53 | 2.24 |
| Station agents | 16 | 9,434.48 | 1.89 |
| Other station men | 1 | 270.00 | .87 |
| Engineers | 4.10 | 6,995.69 | 4.04 |
| Firemen | 4.11 | 3,471.87 | 2.25 |
| Conductors | 4.9 | 4,438.18 | 2.99 |
| Other trainmen | 8.4 | 4,575.48 | 1.76 |
| Machinists | 3.2 | 2,569.81 | 2.53 |
| Carpenters | 5.5 | 2,927.58 | 1.74 |
| Other shopmen | 15.7 | 8,382.75 | 1.75 |
| Section foremen | 18 | 9,720.00 | 1.73 |
| Other trackmen | 45.1 | 15,040.37 | 1.12 |
| Switchmen, flagmen and watchmen | .4 | 211.50 | 2.03 |
| Telegraph operators and dispatchers | 2 | 1,800.00 | 2.88 |
| All other employes and laborers | 10.11 | 6,822.33 | 2.00 |
| Total | 146 ¾ | $ 86,501.23 | |
| *DISTRIBUTION OF ABOVE: | | | |
| General administration | | | |
| Maintenance of way and structures | | | |
| Maintenance of equipment | | | |
| Conducting transportation | | | |
| Total | | | |

Amount paid employes, in Iowa, all.

*No distribution of labor apart from other items is made in our accounts, nor is such distribution practicable, as labor frequently passes into material or other accounts before reaching an expense account.

## PASSENGER, FREIGHT, AND TRAIN MILEAGE.

| | | | |
|---|---|---|---|
| **PASSENGER TRAFFIC:** | | | |
| Number of passengers carried earning revenue | 35,991 | | |
| Number of passengers carried one mile | 963,711 | | |
| Average distance carried, miles | 26.8 | | |
| Total passenger revenue | | $ | 27,061.79 |
| Average amount received from each passenger | | | .77.969 |
| Average receipts per passenger per mile | | | 2.808 |
| *Estimated cost of carrying each passenger one mile | | | 4.139 |
| Passenger earnings per mile of road | | | 283.32 |
| Passenger earnings per train mile | | | .37 |
| **FREIGHT TRAFFIC:** | | | |
| Number of tons carried of freight earning revenue | 102,302 | | |
| Number of tons carried one mile | 7,715,887 | | |
| Average distance haul of one ton, miles | 75.4 | | |
| Total freight revenue | | $ | 102,509.74 |
| Average amount received for each ton of freight | | | 1.00.203 |
| Average receipts per ton per mile | | | 1.133 |
| *Estimated cost of carrying one ton one mile | | | .945 |
| Freight earnings per mile of road | | | 1,073.06 |
| Freight earnings per train mile | | | .83 |
| **PASSENGER AND FREIGHT:** | | | |
| Passenger and freight earnings | | $ | 129,571.53 |
| Passenger and freight earnings per mile of road | | | 1,357.48 |
| Expense per mile of road | | | 1,329.46 |
| Total earnings per mile of road, including mails, express, etc | | | 1,551.79 |
| Number of passenger trains | 642 | | |
| Number of freight trains | 890 | | |
| **TRAIN MILEAGE:** | | | |
| Miles run by freight trains (44 per cent) | 72,271 | | |
| Miles run by mixed trains (56 per cent) | 93,189 | | |
| Total mileage trains earning revenue | 165,460 | | |
| Miles run by switching trains | 10,486 | | |
| Miles run by construction and other trains | 4,484 | | |
| Grand total train mileage | 180,430 | | |
| Mileage of loaded freight cars—north or east | 141,486 | | |
| Mileage of loaded freight cars—south or west | 461,232 | | |
| Mileage of empty freight cars—north or east | 354,201 | | |
| Mileage of empty freight cars—south or west | 57,375 | | |
| Average number of freight cars in train | 10.9 | | |
| Average number of loaded cars in train | 6.5 | | |
| Average number of empty cars in train | 4.4 | | |
| Average number of tons of freight in train | 115 | | |
| Average number of tons of freight in each loaded car. | 17.7 | | |

*See note on page 413. If, as we think, the division of operating expenses is incorrect these estimates of cost of carrying passengers and freight are entirely valueless. In estimating the cost of carrying one passenger one mile we sub-divide the total passenger traffic expense, $53,889.18, and charge 74 per cent to this branch of service, this being the ratio which earnings from passengers bear to total passenger earnings.



Average number of tons in cars when shipped in car lots:
No statistics.

Average number of tons in cars when shipped in less than car lots:
No statistics.

What per cent does the local freight business of Iowa bear to the total freight business of the entire line?
No statistics.

What per cent does local freight business of Iowa bear to freight originating on your line in Iowa and passing outside the State?
No statistics.

What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?
No statistics.

What per cent does local freight business bear to freight moved across the State from points outside to points inside the State?
No statistics.

What per cent of freight received at each station on your road is local and what per cent inter-State?
No statistics.

What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?
No line except in Iowa.

What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?
No line except in Iowa.

What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?
No line except in Iowa.

What proportion of earnings is credited to each branch line of your road, on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?
No branches.

Give the amount and kind of freight furnished by each branch line to your main line?
No branches.

Same for passengers.
No statistics.

## FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—Whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | Not separated in our statistics. | Not separated in our statistics. | 10,568 | 10.33 |
| Flour | | | 719 | .70 |
| Hay | | | 497 | .49 |
| Fruit and vegetables | | | 772 | .75 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | | | 9,035 | 8.83 |
| Dressed meats<br>Other packing-house products<br>Poultry, game and fish | | | 774 | .76 |
| Hides and leather | | | 33 | .03 |
| PRODUCTS OF MINES— | | | | |
| Bituminous coal | | | 68,183 | 66.65 |
| Stone, sand, and other like articles | | | 1,740 | 1.70 |
| PRODUCTS OF FOREST— | | | | |
| Lumber | | | 3,672 | 3.59 |
| Fence posts, etc. | | | 335 | .33 |
| MANUFACTURES— | | | | |
| Petroleum and other oils | | | 242 | .24 |
| Cement, brick and lime | | | 834 | .81 |
| Agricultural implements | | | 172 | .17 |
| MERCHANDISE— | | | 3,211 | 3.14 |
| MISCELLANEOUS— | | | | |
| Other commodities not mentioned above | | | 1,515 | 1.48 |
| Total tonnage | | | 102,302 | |



## DESCRIPTION OF EQUIPMENT

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. Number. | Kind. | CARS FITTED WITH AUTOMATIC COUPLER. Number. | Kind. |
|---|---|---|---|---|---|---|
| LOCOMOTIVES— | | | | | | |
| Passenger | | 5 | 5 | | | |
| Freight | | 13 | 2 | | | |
| Total | | 18 | 7 | Westinghouse | | |
| CARS IN PASSENGER SERVICE— | | | | | | |
| First-class passenger cars | | 2 | 2 | | 2 | |
| Baggage, express and postal cars | | 2 | 2 | | 2 | |
| Total | | 4 | 4 | Westinghouse | 4 | Miller. |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Box cars | | 12 | | | | |
| Flat cars | | 28 | | | | |
| Stock cars | | 10 | | | | |
| Coal cars | | 20 | | | | |
| Total | | 68 | | | | |
| CARS IN COMPANY'S SERVICE— | | | | | | |
| Caboose cars | | 8 | | | | |
| Total | | 8 | | | | |
| Total owned | | 82 | | | | |

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | Line operated under track-age rights. | Total mileage operated. | New line constructed during year. | RAILS FOR ROAD OPERATED. Iron. | RAILS FOR ROAD OPERATED. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track | 86.45 | | | | | 17.06 | 112.50 | | 88.14 | 7.31 |
| Miles of yard track, sidings and spurs | 8.50 | | | | | * | 8.50 | | 8.50 | |
| Total mileage operated (all tracks) | 183.95 | | | | | 17.06 | 121.00 | | 96.64 | 7.31 |

*Not known.



RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. Kind. | Tons. | Weight per yard, lbs. | Average price per ton at distributing point. | NEW TIES LAID DURING YEAR. Kind. | Number. | Average price at distributing point. |
|---|---|---|---|---|---|---|
| Steel | 50.1 | 57¼ | $ 36.82 | Oak | 13,032 | $ 43.7 |
| Total steel | 51.1 | 57¼ | | Total | 13,032 | |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal bituminous. | WOOD—CORDS. Hard. | WOOD—CORDS. Soft. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|---|
| Passenger | 779 | * | * | 779 | 73,143 | 21.3 |
| Freight | 4,818 | | | 4,818 | 93,677 | 102.9 |
| Switching | 131 | | | 131 | 10,849 | 24.2 |
| Construction | 43 | | | 43 | 4,484 | 19.2 |
| Total | 5,771 | | | 5,771 | 182,150 | 63.4 |
| Average cost at distributing point | $1.80 | | | $ 1.83 | | |

*Used only for firing up.

ACCIDENTS TO PERSONS IN IOWA.

| KIND OF ACCIDENT. | EMPLOYES. TRAINMEN. Killed. | TRAINMEN. Injured. | SWITCHMEN, FLAGMEN AND WATCHMEN. Killed. | SWITCHMEN, FLAGMEN AND WATCHMEN. Injured. | OTHER EMPLOYES. Killed. | OTHER EMPLOYES. Injured. | TOTAL. Killed. | TOTAL. Injured. |
|---|---|---|---|---|---|---|---|---|
| Coupling and uncoupling | | 1 | | | | | | 1 |
| Falling from trains and engines | | 2 | | | | | | 2 |
| Total | | 3 | | | | | | 3 |

## CHARACTERISTICS OF ROAD.

Maps and profiles of the line on file in this office are incomplete and it is impossible to give the details asked for with data at hand. The maximum gradient is 70 feet per mile, and a considerable portion of track is on heavy gradients. The percentage of curved track is also large.

BRIDGES—
Number combination, 6; feet ..... 706

TRESTLES—
Number ..... 161
Aggregate length, feet ..... 23,456

GAUGE OF TRACK—
Four feet and eight and one half inches.

TELEGRAPH—
Owned by this company, 95.45 miles of line.
Owned by this company, 95.45 miles of wire.
Operated by this company, 95.45 miles of line.
Operated by this company, 95.45 miles of wire.

## QUESTIONS FOR GENERAL INFORMATION.

The cost and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business ..... Not known.

The average amount of tonnage that can be carried on your road in Iowa by an engine of given weight:
A 38-ton engine can haul about 200 tons of freight over the entire line.

Section 4, Chapter 77 of the laws of the Seventeenth General Assembly, says that the Railroad Commissioners shall, on the first Monday of December, make a report to the said Governor, etc.

The tenth clause of the section says the report shall contain such statistics of the road and its transportion business for the year as may, in the judgment of the Commissioners, be necessary and proper for the information of the General Assembly, or AS MAY BE REQUIRED BY THE GOVERNOR.

Under the provisions of this clause, the Governor has submitted questions contained in the following letter, which you will please answer:

STATE OF IOWA.
EXECUTIVE OFFICE, DES MOINES, August 5, 1889.

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

GENTLEMEN—I must again request that you obtain and incorporate into your next annual report the following information as to every railroad company doing business in this State, viz.:

1. The names of all persons who were stockholders on the 30th day of June, 1889; their place of residence, and the amount of stock owned by each.

2. The salary paid to its general officers, as President, Vice-president, Secretary, Treasurer, Auditor, General Manager and Assistants, Traffic Manager, General Freight Agent, General Solicitor, and Division Superintendents.

3. The average daily wages paid to its employes, as station agents, conductors, brakemen, engineers, firemen, flagmen, section men, etc.

4. The names of its regular attorneys in this State, the salary and other compensation of each; also the names of all other attorneys in the State retained by the road during the past year, and the retaining fee, per diem, or other compensation or emolument whatsoever received by each.



5. The number and total mileage of so-called one and two thousand mile tickets issued to persons in this State for other than cash compensations; also, whether the cash value of all mileage tickets is included in its report of gross receipts.

This information is of importance to the State as well as of great interest to the public. More publicity in the management of corporation affairs is necessary. It is a wise law that compels national banks to post up at their places of business a list of their stockholders; and there is certainly no good reason why the State and the public should not know who the owners of the railroads are that avail themselves of the State's franchises, do business under its laws and rely upon it for protection.

It is also essential that the mileage tickets issued by the various companies to editors, to its attorneys and to its employes, in lieu of other compensation, be reported to the State. There is reason to believe that it is the practice of some companies not to include the value of such mileage in their reports of total earnings, upon which the classification of railroads for the purpose of regulating their tariff is based.

You will please direct the attention of the various companies to the provisions of section 5, chapter 77, laws of the Seventeenth General Assembly; and should any of them fail to furnish the information required, I shall thank you to promptly report to me the names of such delinquents.

Yours truly,

WM. LARRABEE.

### LIST OF STOCKHOLDERS, ETC.

| | |
|---|---|
| James F. How, St. Louis, Missouri, share | 1 |
| Geo. S. Grover, St. Louis, Missouri, share | 1 |
| Chas. M. Hayes, St. Louis, Missouri, share | 1 |
| W. W. Baldwin, Burlington, Iowa, share | 1 |
| H. B. Scott, Burlington, Iowa, share | 1 |
| H. E. Jarvis, Burlington, Iowa, share | 1 |
| Chicago, Burlington & Quincy Railroad Company, shares | 20,127 |
| Wabash, St. Louis & Pacific Railway Company, shares | 20,127 |

No salary paid to president or treasurer; other salaries shown on page 417.

Shown in detail on page 417.

No salaried attorneys; usual fees paid when employed.

No mileage tickets issued except for cash.

STATE OF IOWA, } ss.
COUNTY OF PAGE. }

We, the undersigned, E. C. Murphy, General Manager, and J. H. Ells, Assistant Treasurer, of the Humeston & Shenandoah Railroad Company, on our oath do severerally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

(Signed) E. C. MURPHY,
*General Manager.*
J. H. ELLS,
*Assistant Treasurer.*

Subscribed and sworn to before me this 19th day of September, 1889.

W. W. MORSMAN,
*Notary Public.*
[SEAL.]

# ANNUAL REPORT

OF THE

# KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS

# RAILROAD COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

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### HISTORY.

Name of common carrier making this report:
Kansas City, St. Joseph & Council Bluffs Railroad Company.

Date of organization:
Consolidated July 16, 1870.

Under laws of what government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:
The Platte County Railroad; the original organization was chartered by the State of Missouri, February 24, 1853.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same:
Platte County Railroad Company, February 24, 1853; changed to Platte County Railroad Company December 11, 1855.
Western & Atchison Railroad Company, April 22, 1859.
Missouri Valley Railroad Company, March 8, 1867, by change of name of the Atchison & St. Joseph Railroad Company, and consolidation of same with the Western & Atchison Railroad Company.
St. Joseph & Council Bluffs Railroad Company, July 16, 1867.
Council Bluffs & St. Joseph Railroad Company, May 18, 1858.

Date and authority for each consolidation?
Platte County Railroad Company, incorporated by an act of the General Assembly of Missouri, approved February 24, 1853; name changed by an act of the General Assembly approved March 23, 1863, to Platte County Railroad Company. Platte County Railroad sold to the State of Missouri, September 5, 1864, under an act approved February 12, 1864.



Atchison & St. Joseph Railroad Company, incorporated by an act of the General Assembly of Missouri, entitled "An act to authorize the formation of railroad associations, and to regulate the same," approved December 11, 1853.

Western & Atchison Railroad Company, organized under an act of the General Assembly of Missouri, entitled "An act to authorize the formation of railroad associations, and to regulate the same," approved December 13, 1855. Date of articles of association, April 22, 1859. The name of the Atchison & St. Joseph Railroad changed by an act approved March 8, 1867, to Missouri Valley Railroad Company, and by the same act the Western & Atchison Railroad Company was consolidated with the Missouri Valley Railroad Company, the Atchison & St. Joseph and the Western & Atchison having previously secured all of the road of the Platte County Railroad.

St. Joseph & Council Bluffs Railroad Company, incorporated under the general laws of the State of Missouri by articles of association filed July 16, 1867.

Council Bluffs & St. Joseph Railroad Company was organized May 18, 1858, under the 43d chapter of the Code of Iowa, entitled "Corporations for Pecuniary Benefit," approved February 5, 1851. Consolidated with St. Joseph & Council Bluffs Railroad Company May 1, 1869.

Kansas City, St. Joseph & Council Bluffs Railroad Company, by consolidation of the Missouri Valley Railroad Company and the St. Joseph & Council Bluffs Railroad Company; certificates filed with the Secretary of State July 6, 1870; consolidation received legislative recognition in an act of the General Assembly of Missouri, approved February 8, 1871.

Nodaway Valley Railroad Company, under general laws of Missouri by articles of association filed April 10, 1880.

Tarkio Valley Railroad Company, under general laws of Missouri by articles of association filed April 10, 1880.

These two last named operated under lease by the Kansas City, St. Joseph & Council Bluffs Railroad Company.

### ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| C. E. Perkins | Boston, Mass. | March 4, 1890. |
| W. W. Baldwin | Burlington, Iowa | March 4, 1890. |
| J. L. Gardner | Boston, Mass. | March 4, 1890. |
| C. J. Paine | Boston, Mass. | March 4, 1890. |
| C. E. Perkins | Burlington, Iowa | March 4, 1890. |
| T. J. Coolidge | Boston, Mass. | March 4, 1890. |
| J. M. Forbes | Boston, Mass. | March 4, 1890. |
| F. W. Hunnewell | Boston, Mass. | March 4, 1890. |
| Richard Olney | Boston, Mass. | March 4, 1890. |

Total number of stockholders at date of last election:
Seventeen.

Date of last meeting of stockholders for election of directors:
March 5, 1889.

Give post-office address of general office:
St. Joseph, Missouri.

Give post-office address of operating office:
St. Joseph, Missouri.

## OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| President | Charles E. Perkins | Burlington, Iowa. |
| Vice-president | James C. Peasley | Chicago, Ill. |
| Second Vice-president | H. B. Stone | Chicago, Ill. |
| Secretary | A. G. Stanwood | Boston, Mass. |
| Treasurer | James C. Pousley | Chicago, Ill. |
| Assistant Treasurer | Walter J. Hilton | St. Joseph, Mo. |
| Cashier | M. B. Merriman | St. Joseph, Mo. |
| Chief Engineer | E. J. Blake | St. Joseph, Mo. |
| General Solicitors | Strong & Mosman | St. Joseph, Mo. |
| Auditor | Charles M. Carter | St. Joseph, Mo. |
| Assistant Auditor | C. W. A. Cartridge | St. Joseph, Mo. |
| General Manager | Wm. P. Merrill | St. Joseph, Mo. |
| General Freight Agent | James S. Bartle | St. Joseph, Mo. |
| General Passenger Agent | A. C. Dawes | St. Joseph, Mo. |
| General Ticket Agent | A. C. Dawes | St. Joseph, Mo. |
| General Superintendent | G. M. Hohl | St. Joseph, Mo. |
| Assistant Superintendent | E. G. Fish | Kansas City, Mo. |
| Superintendent of Telegraph | I. T. Dyer | St. Joseph, Mo. |
| General Baggage Agent | E. A. Ladd | Chicago, Ill. |



## PROPERTY OPERATED.

| NAME. | TERMINALS. | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|
| MAIN LINE OWNED— | | | |
| Kansas City, St. Joseph & Council Bluffs | Through Kansas City yard | .44 | |
| Kansas City, St. Joseph & Council Bluffs | From Harlem, Missouri, to Council Bluffs, Iowa | 103.44 | |
| | | | 103.88 |
| BRANCH LINES OWNED— | | | |
| From Winthrop Junction, Missouri | To C. & A. Bridge Switch | 1.19 | |
| From Amazonia, Missouri | To Hopkins, Missouri | 50.36 | |
| Nodaway Valley Railroad | From Bigelow, Iowa, to Burlington Junction, Missouri | 31.54 | |
| Tarkio Valley Railroad | From Corning, Missouri, to Northboro, Iowa | 27.60 | |
| | | | 110.69 |
| OPERATED UNDER LEASE— | | | |
| Kansas City, St. Joseph & Council Bluffs | From Council Bluffs, Iowa, to Union Pacific Transfer | 1.50 | 1.50 |
| OPERATED UNDER TRACKAGE RIGHTS— | | | |
| Kansas City Union Depot | To Harlem, Missouri | 1.51 | |
| C. & A. Bridge Switch | To Atchison Union Depot | .41 | |
| | | | 1.92 |
| Total mileage operated | | | 307.69 |
| Total mileage operated in Iowa | | | 65.32 |

## CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. June 30, 1889. | MARKET PRICE OF SHARES. Average for year. | DIVIDENDS DECLARED DURING YEAR. Rate. | DIVIDENDS DECLARED DURING YEAR. Amount. |
|---|---|---|---|---|---|---|---|
| CAPITAL STOCK— | | | | | | | |
| Common | $ 100.00 | | $ 5,272,900.00 | None on the market | | | |
| Other organizations | | | 589,673.67 | | | | |
| Total | $ 100.00 | | $ 5,862,573.67 | | | | |

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | PARTICULARS AND EXPLANATIONS. |
|---|---|---|---|
| ISSUED FOR CASH— | | | |
| Common | 5,770.00 | $ 577,000.00 | Nodaway Valley & Tarkis Valley R. R. stock issued at par for cash. |
| ISSUED FOR CONSOLIDATION— | | | |
| Common | 53,279.21 | | This represents the capitalization of the various organizations out of which was formed the K. C., St. J. & C. B. R. R. Co. |
| Totals | 59,049.21 | | The present management is unable to state the consideration upon which the stock was originally issued. |

| | |
|---|---|
| Amount of stock per mile of road | $ 19,248.09 |
| Amount of stock representing road in Iowa | 977,661.41 |
| Amount of stock held in Iowa | 68,775.00 |
| Total number of stockholders | 17 |
| Number of stockholders in Iowa | 2 |



## FUNDED DEBT.

### COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. Date of issue. | TIME. When due. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | INTEREST. Rate. | INTEREST. When payable. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|---|---|---|---|---|
| First mortgage | Jan. 1, 1877 | Jan. 1, 1907 | $ 5,000,000.00 | $5,000,000.00 | * | 7 | Jan. and July. | $ 350,000.00 | $ 350,871.50 |
| Income Registered | Jan. 1, 1887 | Jan. 1, 1907 | | | | 6 | | | |
| Tarkis Valley Railroad | June 1, 1880 | June 1, 1920 | 430,000.00 | 342,000.00 | $ 172,000.00 | 7 | June and Dec. | 29,940.00 | 26,530.00 |
| Nodaway Valley Railroad | June 1, 1880 | June 1, 1920 | 388,000.00 | 308,000.00 | 155,000.00 | 7 | June and Dec. | 21,560.00 | 21,700.00 |
| Total | | | $ 5,818,000.00 | $5,650,016.48 | $ | | | $ 395,500.00 | $ 399,101.50 |

No separate funded debt on road in State of Iowa.
*Issued for consolidation.

### RECAPITULATION OF FUNDED DEBT.

| ACCOUNT. | Amount issued. | Amount outstanding. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|
| Bonds | $ 5,818,000.00 | $ 5,650,016.48 | $ 395,000.00 | $ 399,101.50 |
| Total | $ 5,818,000.00 | $ 5,650,016.48 | $ 395,000.00 | $ 399,101.50 |

## CURRENT ASSETS AND LIABILITIES.

### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---|
| Cash | $ 242,191.97 |
| Due from agents | 10,463.24 |
| Due from solvent companies and individuals | 254,461.36 |
| Total | $ 507,116.57 |

Materials and supplies on hand, $114,028.27.

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | |
|---|---|
| Loans and bills payable | $ 25,000.00 |
| Audited vouchers and accounts | 150,536.26 |
| Wages and salaries | 838.05 |
| Net traffic balances due to other companies | 12,478.96 |
| Matured interest coupons unpaid | 181,786.54 |
| Balance—cash assets | 127,476.74 |
| Total | $ 507,116.57 |



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### RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. To Railroads. | APPORTIONMENT. To other Properties. | AMOUNT PER MILE OF ROAD. Miles. | AMOUNT PER MILE OF ROAD. Amount. | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| Capital stock | $ 5,862,573.67 | $ 5,862,573.67 | | 304.57 | $ 19,248.69 | |
| Bonds | 5,650,016.48 | 5,650,016.48 | | 304.57 | 18,550.70 | |
| Total | $ 11,512,590.15 | $ 11,512,590.15 | | 304.57 | $ 37,799.48 | |

### MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN INCOME ACCOUNT.

| NAME OF ROAD. | CAPITAL STOCK. | FUNDED DEBT. | CURRENT LIABILITIES. | TOTAL. | AMOUNT PER MILE OF ROAD. Miles. | AMOUNT PER MILE OF ROAD. Amount. |
|---|---|---|---|---|---|---|
| Kansas City, St. Jo. & Council Bluffs Railroad and branches | $ 5,862,573.67 | $ 5,650,016.48 | $ 379,659.83 | $ 11,892,249.98 | 306.07 | $ 38,854.69 |
| Total | $ 5,862,573.67 | $ 5,650,016.48 | $ 379,659.83 | $ 11,892,249.98 | 306.07 | $ 38,854.69 |

Road in Iowa not separately capitalized or bonded.

## PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. Included in operating expenses. | Not included in operating expenses. | Total expenditures. | Credits for property sold or otherwise disposed of. | Differences or net additions to property, etc. |
|---|---|---|---|---|---|
| CONSTRUCTION— | | | | | |
| Other real estate | | $ 300.00 | $ 300.00 | $ 1,000.00 | $ *700.00 |
| Fences | | 916.32 | 916.32 | | 916.32 |
| Sidings and yard extensions | | 14,845.49 | 14,845.49 | | 14,845.49 |
| Purchase of constructed road | | 47,099.81 | 47,099.81 | | 47,099.81 |
| Total construction | | $ 63,162.22 | $ 63,162.22 | $ 1,000.00 | $ 62,162.22 |
| Grand total construction and equipment | | $ 63,162.22 | $ 63,162.22 | $ 1,000.00 | $ 62,162.22 |
| Expended for construction and equipment in Iowa | | $ 47,099.81 | $ 47,099.81 | $ | $ 47,099.81 |

## COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888. | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| CONSTRUCTION— | | | | |
| Other real estate | | $ * 700.00 | | |
| Fences | | 916.32 | | |
| Sidings and yard extensions | | 14,845.49 | | |
| Other items | | 47,099.81 | | |
| Total construction | $ 11,262,768.91 | $ 62,162.22 | $ 11,324,931.13 | $ 37,183.34 |
| Total equipment | $ 1,474,969.73 | | $ 1,474,969.73 | $ 4,842.79 |
| Grand total cost construction and equipment | $ 12,737,738.64 | $ 62,162.22 | $ 12,799,900.86 | $ 42,026.13 |
| Grand total cost construction and equipment of road in Iowa | | $ 47,099.81 | $ †2,303,982.15 | |

* Credit.

† Estimated.

The present management is unable to ascertain the cost of the different items of construction and equipment.



## INCOME ACCOUNT.

(FOR ROADS MAKING OPERATING REPORTS.)

| | | |
|---|---|---|
| Gross earnings from operation | $ 1,772,333.38 | |
| Less operating expenses | 1,110,982.18 | |
| Income from operation | | $ 621,351.20 |
| Dividends on stocks owned | $ 8,610.00 | |
| Rentals of tracks, yards and terminals | 1,959.28 | |
| Miscellaneous income, less expenses | 20,349.32 | |
| Income from other sources | | 30,918.60 |
| Total income | | $ 642,169.80 |
| Deductions from income: | | |
| Interest on funded debt (accrued) | $ 395,500.00 | |
| Rentals, including tracks, yards and terminals | 19,009.92 | |
| Taxes (taxes paid in Iowa, $7,115.71) | 20,537.22 | |
| Other deductions | 21,000.00 | |
| Total deductions from income | | $ 476,037.14 |
| Net income | | $ 166,132.66 |
| Surplus from operations of year ending June 30, 1889 | | $ 166,132.66 |
| Surplus on June 30, 1888 | | 1,557,745.30 |
| Surplus on June 30, 1889 | | $ 1,723,877.96 |

## EARNINGS FROM OPERATION.

| | | |
|---|---|---|
| PASSENGER— | | |
| Passenger revenue | $ 536,814.19 | |
| Total passenger revenue | | $ 536,814.19 |
| Mail | | 61,005.49 |
| Express | | 24,900.96 |
| Extra baggage and storage | | 9,155.95 |
| Total passenger earnings | | $ 632,046.59 |
| FREIGHT— | | |
| Freight revenue | $ 914,527.79 | |
| Total freight earnings | | $ 914,527.79 |
| OTHER EARNINGS FROM OPERATION— | | |
| Car mileage—balance | | $ 60,968.39 |
| Switching charges—balance | | 2,108.10 |
| Telegraph companies | | 55,408.26 |
| Rentals not otherwise provided for | | 57,244.25 |
| Total other earnings | | $ 175,750.00 |
| Total gross earnings from operations | | $ 1,722,323.58 |
| Total gross earnings from operation in Iowa (estimated) | | 310,020.01 |
| Operating expenses per mile of road | | $ 3,607.08 |
| Operating expenses per train mile | | 1.05.05 |
| Proportion of operating expenses and taxes for Iowa | | 207,192.50 |
| Percentage of expenses to earnings | | 63.45 |
| Net earnings per train mile | | 57.8 |
| Percentage of earnings to stock and debt | | 14.06 |
| Percentage of earnings to cost of road and equipment | | 13.45 |
| Surplus at the commencement of the year | | 1,357,745.30 |
| Surplus at the close of the year | | 1,723,877.06 |
| The amount of its own stock owned by the company: | | |
| Capital stock, fractions | | 120.65 |
| Missouri Valley Railroad stock, scrip | | 19.50 |
| Nodaway Valley Railroad stock | | 80,000.00 |
| Tarkis Valley Railroad stock | | 88,000.00 |

## STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|---|---|---|---|
| Capital stock fractions | $ 120.65 | | $ |
| St. Joseph Union Depot Company | 1,000.00 | | |
| St. Joseph Stock Yards Company | 19,900.00 | | 8,610.00 |
| Atchison Union Depot Company | 9,000.00 | | |
| Kansas City Union Depot Company | 21,000.00 | | |
| Nodaway Valley Railroad Company | 80,000.00 | | |
| Tarkis Valley Railroad Company | 88,000.00 | | |
| Missouri Valley Railroad stock scrip | 19.50 | | |
| Total | $ 210,050.15 | | $ 8,610.00 |



## RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

| DESIGNATION AND SITUATION OF PROPERTY LEASED. | NAME OF COMPANY USING PROPERTY. | ITEM. | TOTAL. |
|---|---|---|---|
| TRACKS— | | | |
| Tarkis Valley R. R., north of Northboro, Iowa | Tarkis Valley R. R., and C., B. & Q. R. R. Co. | | $ * 1,059.28 |
| Grand total rentals received | | | $ 1,059.28 |

* Per annum.

## MISCELLANEOUS INCOME.

| ITEM. | Gross income. | Less expenses. | Net miscellaneous income. |
|---|---|---|---|
| Interest on balance in bank | | | $ 240.32 |
| Overcharge in operating expenses, Kansas City Union Depot, refunded | | | 20,000.00 |
| Total | | | $ 20,240.32 |

## OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| Total maintenance of way and structure | $ | $ | $ 227,254.65 |
| Total maintenance of equipment | | | 160,281.01 |
| Total conducting transportation | | | 608,548.15 |
| Total general expenses | | | 114,917.47 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structure | | | 227,254.65 |
| Maintenance of equipment | | | 160,281.01 |
| Conducting transportation | | | 608,548.15 |
| General expenses | | | 114,917.47 |
| Grand total | $ | $ | $ 1,110,982.18 |

This company does not keep a record of the details of operating expenses. We make no division of operating expenses between passenger and freight accounts.

| | |
|---|---|
| Operating expenses for Iowa | $ 100,976.79 |
| Percentage of operating expenses to earnings | 63.45 |

## FENCING IN IOWA.

| | |
|---|---|
| Miles of fencing in Iowa | 94.50 |
| Average cost per mile | $ 464.00 |
| Total cost of same | 43,850.00 |



## RENTS PAID FOR LEASE OF OTHER PROPERTY.

| DESIGNATION OF PROPERTY. | SITUATION OF PROPERTY LEASED. | NAME OF COMPANY OWNING PROPERTY LEASED. | ITEM. | TOTAL. |
|---|---|---|---|---|
| Tracks | Harlem, Illinois, to Union Depot, Kansas City, including Missouri River Bridge | H. & St. J. R. R. Co | $ 10,000.00 | |
| Total | | | | $ 10,000.00 |

## GENERAL BALANCE SHEET.

### DEBIT.

| | | |
|---|---|---|
| Cost of road | | $ 11,324,931.13 |
| Cost of equipment | | 1,474,809.73 |
| Stocks of other companies owned | | 208,684.15 |
| Lands owned | | 507,116.37 |
| OTHER ASSETS: | | |
| Materials and supplies | $ 114,028.27 | |
| Sundries | 2,375.74 | |
| Approach to Nebraska City bridge | 23,814.05— | 140,218.06 |
| Total | | $ 13,688,783.29 |

### CREDIT.

| | |
|---|---|
| Capital stock | $ 5,802,573.67 |
| Funded debt | 5,650,016.48 |
| Current liabilities | 204,636.83 |
| Accrued interest on funded debt, not yet payable | 175,000.00 |
| Account, not liabilities | 6,402.08 |
| Profit and loss | 1,700,151.23 |
| Total | $ 13,688,783.29 |

## CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

### RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| NET INCOME: | | |
| From operation | $ 611,351.20 | |
| From lease of road | 30,818.60 | |
| Total | | $ 642,169.80 |
| DECREASE IN ASSETS: | | |
| Cash on hand | $ 4,043.43 | |
| Total | | $ 4,043.43 |
| MISCELLANEOUS: | | |
| Sale of lands | $ 1,750.00 | |
| Other accounts | 11,452.49 | |
| Total | | $ 13,202.49 |
| Grand total | | $ 659,415.72 |



### RESOURCES ACCOUNTED FOR.

| | | |
|---|---|---|
| FIXED CHARGES: | | |
| Interest on funded debt paid | $ 389,101.50 | |
| Rentals | 19,009.02 | |
| Taxes | 30,577.22 | |
| Total | | $ 438,638.64 |
| Other charges against net income | | 21,000.00 |
| BETTERMENTS TO PROPERTY: | | |
| Other permanent improvements | $ 62,162.22 | |
| Total | | $ 62,162.22 |
| DECREASE IN LIABILITIES: | | |
| Decrease in current liabilities | $ 50,814.56 | |
| Total | | $ 50,814.56 |
| INCREASE IN ASSETS: | | |
| Cash assets | $ 66,800.30 | |
| Total | | $ 66,800.30 |
| Grand total | | $ 659,415.72 |

## CONTRACTS, AGREEMENTS, ETC.

### EXPRESS COMPANIES.

With American Express Company for the transportion of goods on the whole line.

### MAILS.

No contract for transportation of mails.

### SLEEPING, PARLOR AND DINING CAR COMPANIES.

With Pullman Palace Car Company for haul of their cars on regular passenger trains at regular mileage rates.

### OTHER RAILROAD COMPANIES.

With Chicago, Burlington & Quincy Railroad Company for the right to run its trains over certain portions of track.

With Burlington & Missouri River Railroad Company in Nebraska for right to run its trains on track between St. Joseph, Mo., and Napier, Mo.

With Hannibal & St. Joseph Railroad Company for right to run our trains between Hariem, Mo., and Union depot, Kansas City.

With Chicago & Atchison Bridge for trackage rights between Atchison, Kan., and Winthrop, Mo.

### TELEGRAPH COMPANIES.

With the Western Union Telegraph Company for service on line.

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | Miles. | Amount of mortgage per mile of line. |
|---|---|---|---|
| FIRST MORTGAGE— | | | |
| Main Line | From Kansas City to Council Bluffs | 195.98 | |
| Winthrop Branch | From Winthrop Junction to Winthrop | 11.10 | |
| Nebraska City Branch | From Nebraska City Junction to East Nebraska City | 5.08 | |
| Hopkins' Branch | From Amazonia to Hopkins | 50.95 | |
| Loop Line near Nebraska City | | 2.10 | $ 10,000.00 |
| Tarkio Valley Railroad bonds | From Corning, Missouri, to Northboro, Iowa | 29.83 | 11,304.44 |
| Nodaway Valley Railroad bonds | From Bigelow, Missouri, to Burlington Junction, Missouri | 31.54 | 9,936.07 |

Income registered. Old bond past due, not presented for redemption.



EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers | 19 | $ 35,900.00 | $ 5.28 |
| General office clerks | 84 | 38,770.00 | 1.61 |
| Station agents | 139 | 62,964.00 | 1.26 |
| Other station men | 43 | 52,766.80 | 3.92 |
| Engineers | 42 | 28,123.20 | 2.13 |
| Firemen | 38 | 24,897.00 | 2.47 |
| Conductors | 69 | 35,134.00 | 1.55 |
| Other trainmen | 45 | 32,250.00 | 2.39 |
| Machinists | 60 | 43,703.00 | 2.33 |
| Carpenters | 213 | 120,536.80 | 1.94 |
| Other shopmen | 70 | 37,044.00 | 1.59 |
| Section foremen | 200 | 93,864.00 | 1.07 |
| Other trackmen | 63 | 42,188.80 | 2.14 |
| Switchmen, flagmen, and watchmen | 34 | 20,106.00 | 1.05 |
| Telegraph operators and dispatchers | 94 | 59,129.00 | 2.01 |
| All other employes and laborers | | | |
| Total | 1,347 | $ 700,102.00 | $ 1.71 |
| DISTRIBUTION OF ABOVE— | | | |
| General administration | 103 | $ 75,207.20 | $ |
| Maintenance of way and structures | 452 | 177,561.10 | 1.36 |
| Maintenance of equipment | 239 | 170,796.30 | 2.28 |
| Conducting transportation | 553 | 342,553.39 | 1.89 |
| Total | 1,347 | 700,102.00 | $ 1.74 |

| | | |
|---|---|---|
| Number of employes in Iowa, estimated | | 70 |
| Amount paid employes in Iowa, estimated | $ | 65,000.00 |

The average daily compensation of general office clerks is about $2.08. Half the wages of about seventy-five being paid by the Hannibal & St. Joseph Railroad Company. The cost to this company is reduced to an average of $1.28 per day.

Section laborers, $1.10 per day; work train laborers, $1.15 and $1.25 per day.

Average daily compensation, $1.71, includes general office clerks, but not general officers.

General administration includes general office clerks.

Average daily compensation, $1.74, does not include general administration.

## PASSENGER, FREIGHT AND TRAIN MILEAGE.

| | | | |
|---|---|---|---|
| **PASSENGER TRAFFIC:** | | | |
| Number of passengers carried earning revenue | 395,915 | | |
| Number of passengers carried one mile | 18,112,497 | | |
| Average distance carried, miles | 45.748 | | |
| Total passenger revenue | | $ | 536,814.19 |
| Average amount received from each passenger | | | 1.35.568 |
| Average receipts per passenger per mile | | | 2.965 |
| Passenger earnings per mile of road | | | 1,742.90.323 |
| Passenger earnings per train-mile | | | 87.963 |
| **FREIGHT TRAFFIC:** | | | |
| Number of tons carried of freight earning revenue | 777,432 | | |
| Number of tons carried one mile | 63,964,996 | | |
| Average distance haulage of one ton | 82 | | |
| Total freight revenue | | | 914,547.79 |
| Average amount received for each ton of freight | | | 1.117.634 |
| Average receipts per ton per mile | | | 1.431 |
| Freight earnings per mile of road | | | 2,960.24.607 |
| Freight earnings per train-mile | | | 2.04.484 |
| **PASSENGER AND FREIGHT:** | | | |
| Passenger and freight earnings | | $ | 1,451,341.98 |
| Passenger and freight earnings per mile of road | | | 4,712.14.928 |
| Total earnings per mile of road, including mails, express, etc | | | 5,591.90.279 |
| Number of passenger trains | 5,139 | | |
| Number of freight trains | 6,143 | | |
| **TRAIN MILEAGE:** | | | |
| Miles run by passenger trains | 610,268 | | |
| Miles run by freight trains | 447,237 | | |
| Total mileage trains earning revenue | 1,057,505 | | |
| Miles run by switching trains | 379,954 | | |
| Miles run by construction and other trains | 135,730 | | |
| Grand total train mileage | 1,573,189 | | |
| Mileage of loaded freight cars—north<br>Mileage of loaded freight cars—south | 6,368,270 | | |
| Mileage of empty freight cars—north<br>Mileage of empty freight cars—south | 2,338,209 | | |
| Average number of freight cars in train | 19.47 | | |
| Average number of loaded cars in train | 14.24 | | |
| Average number of empty cars in train | 5.23 | | |
| Average number of tons of freight in train | 143.02 | | |
| Average number of tons of freight in each loaded car | 10.05 | | |

Expenses are not divided between passenger and freight traffic in this company's accounts. Switching trains are allowed six miles per hour. Work trains are allowed ten miles per hour. Tonnage of revenue freight only is considered.

Average number of tons in cars when shipped in car lots:

Average number of tons in cars when shipped in less than car lots:

What per cent does the local freight business of Iowa bear to the total freight business of the entire line?

What per cent does local freight business of Iowa bear to freight originating on your line in Iowa and passing outside the State?

What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?



What per cent does local freight business bear to freight moved across the State, from points outside to points inside the State?

What per cent of freight received at each station on your road is local and what per cent inter-State?

What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?

What proportion of earnings is credited to each branch line of your road on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?

Give the amount and kind of freight furnished by each branch line to your main line. Same for passengers.

We are unable to answer the foregoing questions, having no record of our business from which answers could be made.

This road does not cross the Mississippi River.

This company's freight trains do not cross the Missouri River from any point in Iowa

## DESCRIPTION OF EQUIPMENT.

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. Number. | EQUIPPED WITH TRAIN BRAKE. Kind. | CARS FITTED WITH AUTOMATIC COUPLER. Number. | CARS FITTED WITH AUTOMATIC COUPLER. Kind. |
|---|---|---|---|---|---|---|
| LOCOMOTIVES— | | | | | | |
| Passenger | | 13 | 13 | Westinghouse | | |
| Freight | | 20 | 9 | | | |
| Switching | | 10 | 7 | Automatic | | |
| Total | | 43 | 29 | | | |
| CARS IN PASSENGER SERVICE— | | | | | | |
| First-class passenger cars | | 13 | 13 | Automatic | 13 | Miller. |
| Second-class passenger cars | | 9 | 9 | Automatic | 9 | Miller. |
| Combination passenger cars | | 4 | 4 | Automatic | 4 | Miller. |
| Parlor cars | | 2 | 2 | Automatic | 2 | Miller. |
| Baggage, express and postal cars | | 12 | 12 | Automatic | 12 | Miller. |
| Total | | 40 | 40 | | 40 | |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Box cars | | 711 | | | | |
| Flat cars | | 75 | | | | |
| Stock cars | | 96 | | | | |
| Coal cars | | 68 | | | | |
| Refrigerator cars | | 1 | | | | |
| Other cars | | 8 | | | | |
| Total | | 959 | | | | |
| CARS IN COMPANY'S SERVICE— | | | | | | |
| Derrick cars | | 2 | 2 | Westinghouse | | |
| Caboose cars | | 18 | | | | |
| Other road cars | | 30 | 1 | Westinghouse | | |
| Total | | 50 | 3 | | | |
| Total owned | | 1,049 | 43 | | 40 | |
| Grand total | | 1,049 | 43 | | 40 | |

## MILEAGE.

### A. MILEAGE OF ROAD OPERATED.

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track | 193.88 | 110.09 | | | | 3.42 | 307.99 | | 30.50 | 277.79 |
| Miles of yard track, sidings and spurs | 57.02 | 19.10 | | | | | 67.12 | | 38.01 | 29.11 |
| Total mileage operated (all tracks) | 250.90 | 129.79 | | | | 3.42 | 375.11 | | 68.21 | 306.90 |

### B. MILEAGE OF LINE BY STATES AND TERRITORIES.

#### I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | New line constructed during year. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Missouri | 144.23 | 108.52 | | | | | 252.75 | 1.71 | 24.43 | 230.03 |
| Iowa | 49.65 | 2.17 | | | | | 51.82 | 1.50 | 2.17 | 51.15 |
| Kansas | | | | | | | | .21 | | .21 |
| Total mileage owned (single track) | 193.88 | 110.69 | | | | | 304.57 | 3.42 | 26.60 | 281.39 |

#### II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Missouri | 144.23 | 110.38 | | | | | 254.61 | | 28.44 | 226.17 |
| Iowa | 49.65 | 10.82 | | | | | 60.47 | | 7.38 | 53.09 |
| Total mileage operated (single track) | 193.88 | 121.20 | | | | | 315.08 | | 35.82 | 279.26 |



### RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. Kind. | Tons. | Weight per yard, lbs. | Average price per ton at distributing point. | NEW TIES LAID DURING YEAR. Kind. | Number. | Average price at distributing point. |
|---|---|---|---|---|---|---|
| Steel | 793.74 | 60 | $37.50 | Oak | 190,080 | 35 |
| Total steel | 793.74 | 60 | 37.50 | Total | 190,080 | 35 |

### CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | Wood, cords—hard. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|
| Passenger | 26,562 | 300.50 | 26,862.50 | 548,575 | 97.80 |
| Freight | 51,000.67 | 250.00 | 51,250.67 | 863,125 | 59.40 |
| Switching | 2,195 | 75.00 | 2,270.00 | 370,954 | 48.00 |
| Construction | 2,277 | 150.00 | 2,427.00 | 134,728 | 36.30 |
| Total | 82,046.67 | 775.50 | 82,822.17 | 1,917,382 | 85.46 |
| Average cost at distributing point | $ 2.49 | $ 2.80 | $ 2.49 | 1,570,080 | 69.70 |

### ACCIDENTS TO PERSONS IN IOWA.

| KIND OF ACCIDENT. | EMPLOYEES. TRAINMEN. Killed. | TRAINMEN. Injured. | SWITCHMEN, FLAGMEN, AND WATCHMEN. Killed. | SWITCHMEN, FLAGMEN, AND WATCHMEN. Injured. | OTHER EMPLOYEES. Killed. | OTHER EMPLOYEES. Injured. | TOTAL. Killed. | TOTAL. Injured. |
|---|---|---|---|---|---|---|---|---|
| Coupling and uncoupling | | 1 | | | | | | 1 |
| Collisions | | | | 1 | | | | 1 |
| At stations | | 1 | | 2 | | | | 3 |
| Total | | 1 | | 3 | | | | 4 |

ACCIDENTS TO PERSONS—CONTINUED.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Other causes | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 |
| Total | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 |



CHARACTERISTICS OF ROAD—IN IOWA.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | PROFILE. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Ascending grades. | | | Descending grades. | | | |
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | Length of level line—miles. | Number. | Sum of ascents—feet. | Aggregate length of ascending grades—miles. | Number. | Sum of descents—feet. | Aggregate length of descending grades—miles. |
| State line | Council Bluffs | 40.65 | 14 | 3.30 | 46.45 | 15.31 | 61 | 106.5 | 26.72 | 58 | 34.8 | 5.61 |
| Thirty-valley Branch | Junction with C. B. & Q. | 4.16 | 7 | 1.20 | 2.80 | .15 | 2 | 71.5 | 3.55 | 2 | 8.4 | .49 |
| Silver Lake | Loup Line near East Nebraska City | 6.73 | 5 | 1.24 | 5.49 | 2.35 | 5 | 10.4 | 1.84 | 3 | 5.6 | 2.54 |
| Total | | 60.48 | 26 | 5.74 | 54.74 | 18.81 | 68 | 188.4 | 32.12 | 63 | 48.8 | 9.55 |

CHARACTERISTICS OF ROAD IN IOWA—CONTINUED.

BRIDGES:

| | |
|---|---|
| Number iron | 2 |
| Number wooden | 2 |

TRESTLES:

| | |
|---|---|
| Number | 57 |
| Aggregate length, feet | 3,669 |

GAUGE OF TRACK:

Four feet eight and one half inches.

TELEGRAPH:

Owned by this company and Western Union Telegraph Co. jointly, 54 miles of line.
Owned by this company and Western Union Telegraph Co. jointly, 266 miles of wire.
Operated by Western Union Telegraph Company, 54 miles of line.
Operated by Western Union Telegraph Company, 266 miles of wire.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt?

Ten thousand dollars Nodaway Valley Railroad bonds, and eleven thousand dollars Tarkio Valley Railroad bonds are purchased by the Kansas City, St. Joseph & Council Bluffs Railroad Company, annually, and on their cancellation stock is issued instead.

What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs:

Union Depot, Council Bluffs, Iowa; Union Pacific Railway Company, owner.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic:

Trans-Missouri Freight and Passenger Association, Western States Passenger Association, Western Railway Weighing Association and Inspection Bureau, Western Freight Association, Southwest Division, Iowa Railway Passenger Association, Western Classification Committee, Inter-State Commerce Railway Association, Superintendents' Association, Kansas City.

The cost an actual present cash value of road and equipment including permanent way, buildings and rolling-stock, all real estate used exclusively in operating the road, and all fixtures and conveniences for transacting its business:

$12,709,000.85.

The average amount of tonnage that can be carried on your road in the State by an engine of given weight:

A 40-ton engine can haul 450 tons freight between Hamburg and Council Bluffs.

STATE OF MISSOURI, } ss.
COUNTY OF BUCHANAN, }

We, the undersigned, W. F. Merrill, General Manager, and C. M. Carter, Auditor, of the Kansas City, St. Joseph & Council Bluffs Railroad Company, on our oath do severally say, that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.



(Signed) W. F. MERRILL,
*General Manager.*
C. M. CARTER,
*Auditor.*

Subscribed and sworn to before me this 10th day of October, 1889.
[SEAL.] R. A. BARROWS,
*Notary Public.*

# ANNUAL REPORT

OF THE

# KEOKUK & WESTERN RAILROAD COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

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### HISTORY.

Name of common carrier making this report:
Keokuk & Western Railroad Company.

Date of organization:
October 30, 1886.

Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:
Iowa.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized:
M., I. & N. R'y. Consolidated under laws of Missouri and Iowa.

### ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| F. T. Hughes | Keokuk, Iowa | February 5, 1890. |
| Jno. N. Irwin | Keokuk, Iowa | February 5, 1890. |
| F. M. Drake | Centerville | February 5, 1890. |
| G. H. Candee | New York | February 5, 1890. |
| W. H. Gebhard | New York | February 5, 1890. |
| B. Strong | New York | February 5, 1890. |
| Jno. W. Paton | New York | February 5, 1890. |
| A. W. Spies | New York | February 5, 1890. |
| T. DeWitt Cuyler | Philadelphia | February 5, 1890. |

Total number of stockholders at date of last election:
Two hundred and thirteen.

Date of last meeting of stockholders for election of directors:
February 6, 1889.

Give post-office address of general office:
Keokuk, Iowa.

Give post-office address of operating office.
Keokuk, Iowa.



### OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| Chairman of the Board | F. T. Hughes | Keokuk, Iowa. |
| President | F. T. Hughes | Keokuk, Iowa. |
| Vice-president | G. H. Candee | New York. |
| Secretary | Jno. DeWitt | Keokuk, Iowa. |
| Treasurer | C. M. Jesup | New York. |
| Assistant Treasurer | J. F. Elder | Keokuk, Iowa. |
| General Solicitor, Att'y or Counsel | F. T. Hughes | Keokuk, Iowa. |
| Solicitor for Iowa | F. T. Hughes | Keokuk, Iowa. |
| Auditor | J. F. Elder | Kookuk, Iowa. |
| General Manager | A. C. Goodrich | Keokuk, Iowa. |
| Traffic Manager | A. C. Goodrich | Keokuk, Iowa. |
| Superintendent of Telegraph | J. G. Sickles | Centerville, Iowa. |
| Master Mechanic | W. Augustus | Centerville, Iowa. |
| Road Master | D. O. Leasy | Centerville, Iowa. |

## PROPERTY OPERATED

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| | FROM— | TO— | | |
| MAIN LINE OWNED— | | | | |
| Keokuk & Western Railroad Company | Keokuk | Van Wert, Iowa | | 147.70 |
| Total mileage operated | | | | 147.70 |
| Total mileage operated in Iowa | | | | 75.00 |



## CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. | | DIVIDENDS DECLARED DURING YEAR. | |
|---|---|---|---|---|---|---|---|
| | | | | June 30, 1889. | Average for the year. | Rate. | Amount |
| CAPITAL STOCK— | | | | | | | |
| Common | $ 100.00 | $ 4,000,000.00 | $ 4,000,000.00 | $ | $ | | |
| Total | $ 100.00 | $ 4,000,000.00 | $ 4,000,000.00 | | | | |

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | PARTICULARS AND EXPLANATIONS. |
|---|---|---|---|
| ISSUED FOR REORGANIZATION— | | | |
| Common | * 40,000 | | No dividends paid during year ending June 30, 1889. |

*Issued to make up old bonds, and stock given to bondholders in proportion to their holding in bonds of M. & M. R. R.

| | | |
|---|---|---|
| Amount of stock per mile of road | | $ 27,599.04 |
| Amount of stock representing the road in Iowa | | 1,978,710.00 |
| Amount of stock held in Iowa, shares | 711 | |
| Total number of stockholders | 213 | |
| Number of stockholders in Iowa | 3 | |

## FUNDED DEBT.

### COMMON BONDS. INCOME BONDS. COLLATERAL TRUST BONDS. ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | INTEREST. | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Date of issue. | When due. | | | | | Rate. | When payable. | Amount accrued during year. | Amount paid during year. |
| Note to Metropolitan Trust Co., N. Y. | ..... | ..... | $ 240,000.00 | $ 240,000.00 | ..... | $ 240,000.00 | 6 | Semi-annually. | $ 14,400.00 | $ 14,400.00 |

Amount of funded debt representing road in Iowa, $118,904.97.

### CAR TRUST OBLIGATIONS.

#### A. GENERAL STATEMENT.

| SERIES OR OTHER DESIGNATION. | Date of issue. | Term. | Number of payments. | EQUIPMENT COVERED. | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|
| ..... | Dec. 5, 1888 | Demand .... | 6 | 200 new cars..... | December 5, 1888, this company purchased 200 new cars, at a total cost of $78,803.46, giving six demand notes for $13,133.91 each, interest seven per cent per annum, payable monthly. |



#### B. STATEMENT OF AMOUNT.

| SERIES OR OTHER DESIGNATION. | Cash paid on delivery of equipment. | DEFERRED PAYMENTS—PRINCIPAL. | | DEFERRED PAYMENTS—INTEREST. | | | | |
|---|---|---|---|---|---|---|---|---|
| | | Original amount. | Amount outstanding. | Original amount. | Amount outstanding. | Amount accrued during year. | Amount paid during year. | Rate. |
| ..... | ..... | $ 78,803.46 | $ 78,803.46 | ..... | ..... | $ 2,758.08 | $ 2,758.08 | 7 |

### RECAPITULATION OF FUNDED DEBT.

| ACCOUNT | Amount issued. | Amount outstanding. | INTEREST. | |
|---|---|---|---|---|
| | | | Amount accrued during year. | Amount paid during year. |
| Bonds, note ..... | $ 240,000.00 | $ 240,000.00 | $ 14,400.00 | $ 14,400.00 |
| Car trust obligations ..... | 78,803.46 | 78,803.46 | 3,217.76 | 3,217.76 |
| Total ..... | $ 318,803.46 | $ 318,803.46 | $ 17,617.76 | $ 17,617.76 |

## CURRENT ASSETS AND LIABILITIES.

### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | | |
|---|---|---|
| Cash | $ | 20,054.14 |
| Due from agents | | 854.67 |
| Net traffic balances due from other companies | | 3,133.27 |
| Due from solvent companies and individuals | | 17,251.10 |
| Balance—current liabilities | | 113,224.20 |
| Total | $ | 154,620.38 |

Materials and supplies on hand, $32,246.68.

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | | |
|---|---|---|
| Loans and bills payable: Steel note, $21,902.54; demand notes, $78,803.46 | $ | 100,706.00 |
| Audited vouchers and accounts | $ | 30,387.82 |
| Wages and salaries | | 14,234.89 |
| Rents due July 1 | | 291.67 |
| Total | $ | 154,620.38 |



### RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. To Railroads. | APPORTIONMENT. To other Properties. | AMOUNT PER MILE OF ROAD. Miles. | AMOUNT PER MILE OF ROAD. Amount. | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| Capital stock | $ 4,000,000.00 | | | 142.70 | $ 28,030.22 | |
| Bonds | 240,000.00 | | | | 1,681.85 | |
| Car trust obligations | 78,803.46 | | | | 522.55 | |
| Total | $ 4,318,803.46 | | | 142.70 | $ 30,234.62 | |

### MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN INCOME ACCOUNT.

| NAME OF ROAD. | CAPITAL STOCK. | FUNDED DEBT. | CURRENT LIABILITIES. | TOTAL. | AMOUNT PER MILE OF ROAD. Miles. | AMOUNT PER MILE OF ROAD. Amount. |
|---|---|---|---|---|---|---|
| Keokuk & Western Railroad | $ 4,000,000.00 | $ 240,000.00 | $ 113,224.20 | $ 4,353,224.20 | 142.70 | $ 30,506.13 |
| Total | $ 4,000,000.00 | $ 240,000.00 | $ 113,224.20 | $ 4,353,224.20 | 142.70 | $ 30,506.13 |
| For Iowa | 1,978,710.00 | 118,904.97 | 55,301.34 | 2,152,916.31 | 70.58 | 30,510.87 |

## PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. Included in operating expenses. | Not included in operating expenses. | Total expenditures. |
|---|---|---|---|
| CONSTRUCTION— | | | |
| Right of way | | $ 225.00 | $ |
| Other real estate | | 4,190.00 | |
| Fences | | 7,323.75 | |
| Bridges and trestles | | 1,177.30 | |
| Rails | | 49,330.53 | |
| Buildings, furniture and fixtures | | 750.86 | |
| Sidings and yard extensions | | 2,905.02 | |
| Other items | | 243.23 | |
| Total construction | | $ 65,938.17 | $ |
| EQUIPMENT— | | | |
| Passenger cars | | | 2,000.00 |
| Freight cars—200 new | | | 79,709.10 |
| Pile driver | | | 430.00 |
| Total equipment | | $ 82,139.10 | $ 82,139.10 |
| Grand total construction and equipment | | $ 148,077.27 | |

Report made to you is as much in detail as possible. No permanent improvements are included in operating expenses, amounts given are net, and should not be credited with any material sold.

Expended for construction and equipment in Iowa, $73,220.45.

I can give you a total cost of road to June 30, 1888, only in a lump, for this reason: Net addition are not given on this page, as they are shown in previous page. The same is true of equipment.

## COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888. | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| Total construction | $ | $ 65,938.17 | $ | $ |
| EQUIPMENT— | | | | |
| Cost of road and equipment | 4,294,131.13 | 82,139.10 | | |
| Total equipment | $ | $ | $ 4,442,208.40 | $ 30,075.88 |

Grand total cost construction and equipment of road in Iowa....$ 2,278,536.10 $ 30,075.88



## INCOME ACCOUNT.

(FOR ROADS MAKING OPERATING REPORTS.)

| | | | |
|---|---|---|---|
| Gross earnings from operation | $ 329,671.81 | | |
| Less operating expenses | 250,029.92 | | |
| Income from operation | $ 79,641.89 | | |
| Total income | | | $ 79,64. 8 |
| DEDUCTIONS FROM INCOME: | | | |
| Taxes | $ 14,890.50 | | |
| Other deductions, Interest | 18,249.70 | | |
| Construction | $65,938.17 | | |
| Less real estate and right of way | 4,515.00— | 61,423.17 | |
| Total deductions from income | | | $ 94,563.37 |
| Deficit | | | $ 14,921.48 |
| Deficit on June 30, 1889 | | | $ 14,921.48 |

## EARNINGS FROM OPERATION.

| | | | |
|---|---|---|---|
| PASSENGER: | | | |
| Passenger revenue | | | $ 78,090.51 |
| Less repayments: | | | |
| Excess fares refunded | $ 62.50 | | |
| Other repayments | 2,643.88 | | |
| Total deductions | | | $ 2,706.38 |
| Total passenger revenue | | | $ 75,384.13 |
| Mail | $ 9,344.24 | | |
| Express | 7,275.00 | | |
| Extra baggage and storage | 1,842.69 | | |
| | | 18,461.93 | |
| Total passenger earnings | | | $ 93,846.06 |
| FREIGHT: | | | |
| Freight revenue | | | $ 200,332.07 |
| Less repayments: | | | |
| Overcharge to shippers | $ 3,935.45 | | |
| Total deductions | | 3,935.45 | |
| Total freight revenue | | | $ 196,396.66 |
| Total passenger and freight earnings | | | $ 290,242.72 |
| OTHER EARNINGS FROM OPERATION: | | | |
| Car mileage—balance | $ 27,731.46 | | |
| Rentals not otherwise provided for | 11,113.37 | | |
| Other sources | 584.36 | | |
| Total other earnings | | | $ 39,429.09 |
| Total gross earnings from operation | | | $ 329,671.81 |
| Total gross earnings from operation in Iowa | | | 157,936.67 |
| Operating expenses per mile of road | | | $ 1,602.82 |
| Operating expenses per train mile | | | .74 |
| Proportion of operating expenses and taxes for Iowa | | | 1,793.63 |
| Percentage of expenses to earnings | | | 75.84 |
| Net earnings per train mile | | | .02.09 |
| Percentage of earnings to stock and debt | | | .01.82 |
| Percentage of earnings to cost of road and equipment | | | .01.79 |
| The amount of its own stock owned by the company | | | None. |

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

| DESIGNATION AND SITUATION OF PROPERTY LEASED. | NAME OF COMPANY USING PROPERTY. | ITEM. | TOTAL. |
|---|---|---|---|
| TRACKS— | | | |
| Centerville to Rolay, Iowa | Centerville, Moravia & Albia Railroad | $ 7,333.33 | |
| Humeston to Van Wert, Iowa | Humeston & Shenandoah Railroad | 10,580.04 | |
| Total | | | $ 11,113.37 |
| Grand total rentals received | | | $ 11,113.37 |

Track rentals, amounting to $11,113.37, shown on page 461, and not shown in "income account," as amount is included in "gross earnings from operation."



OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | | | $ 43,047.71 |
| Renewals of ties | | | 18,035.86 |
| Repairs of bridges and culverts | | | 12,470.07 |
| Repairs of fences, road-crossings, signs and cattle-guards | | | 1,200.79 |
| Repairs of buildings | | | 2,901.58 |
| Repairs of telegraph | | | 770.38 |
| Total | | | $ 78,604.39 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | | | $ 13,983.86 |
| Repairs and renewals of passenger cars | | | 4,103.77 |
| Repairs and renewals of freight cars | | | 14,413.33 |
| Other expenses, superintendent of M. P | | | 1,356.48 |
| Total | | | $ 33,456.94 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of enginemen, firemen, and roundhousemen | | | $ 22,877.40 |
| Fuel for locomotives | | | 15,110.71 |
| Water-supply for locomotives | | | 2,175.49 |
| All other supplies for locomotives | | | 705.81 |
| Wages of other trainmen | | | 15,972.83 |
| All other train supplies | | | 1,030.94 |
| Wages of switchmen, flagmen and watchmen | | | 3,000.00 |
| Expense of telegraph, including train dispatchers and operators | | | 8,757.01 |
| Wages of station agents, clerks and laborers | | | 27,650.08 |
| Station supplies | | | 450.50 |
| Car mileage—balance | | | 2,556.49 |
| Loss and damage | | | 1,380.81 |
| Injuries to persons | | | 928.27 |
| Total | | | $ 102,715.84 |
| GENERAL EXPENSES— | | | |
| Salaries of officers | | | $ 7,750.00 |
| Salaries of clerks | | | 7,345.71 |
| General office expenses and supplies | | | 1,933.45 |
| Agencies, including salaries and rent, New York office | | | 1,891.78 |
| Insurance | | | 1,250.58 |
| Rentals not otherwise provided for | | | 10,775.04 |
| Legal expenses | | | 3,410.50 |
| Stationery, printing and advertising | | | 1,950.83 |
| Total | | | $ 35,102.75 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | | | $ 78,604.39 |
| Maintenance of equipment | | | 33,456.94 |
| Conducting transportation | | | 102,715.84 |
| General expenses | | | 35,102.75 |
| Grand total | | | $ 250,029.92 |
| Operating expenses for Iowa | | | 119,479.23 |
| Percentage of operating expenses to earnings | | | 73.84 |

All trains carrying freight are "mixed trains." By method suggested in instructions for dividing expenses between freight and passenger traffic, the proportion would be:

Chargeable to passenger ..... 67.60
Chargeable to freight ..... 32.40

For this reason I have left columns blank.

FENCING IN IOWA.

| | |
|---|---|
| How many miles of fencing have you on your road in Iowa? | 38 |
| What is the average cost per mile? | $ 450.00 |
| What is the total cost of same? | $7,500.00 |
| How many miles of new fencing have you built during the year? | 17 |
| How many miles of fencing will be required to complete your fencing in Iowa, number of miles needed to complete your fencing in Iowa | 18 |



RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD

| NAME OF ROAD. | INTEREST ON BONDS GUARANTEED. | DIVIDENDS ON STOCK GUARANTEED. | CASH. | TOTAL. |
|---|---|---|---|---|
| Centerville, Moravia & Albia Railroad | | | $ 4,675.00 | $ 4,675.00 |

RENTS PAID FOR LEASE OF OTHER PROPERTY.

| DESIGNATION OF PROPERTY. | SITUATION OF PROPERTY LEASED. | NAME OF COMPANY OWNING PROPERTY LEASED. | ITEM. | TOTAL. |
|---|---|---|---|---|
| Tracks | Keokuk to Alexandria | St. Louis, Keokuk & N. W. R. R. | | $ 3,500.00 |
| Total rentals | | | | $ 3,500.00 |
| Grand total rentals paid | | | | $ 8,175.00 |

Rentals as shown on this page are included in operating expenses under head of "rentals."

## GENERAL BALANCE SHEET.

### DEBIT.

| | |
|---|---|
| Cost of road | $ 4,204,131.13 |
| Cost of equipment | 82,139.19 |
| Real estate | 4,100.00 |
| Right of way | 325.00 |
| Cash and current assets | 20,054.14 |
| Due from agents | 854.67 |
| Due from sundry roads | 3,130.27 |
| Due from individuals and firms | 17,351.10 |
| Materials and supplies | 33,346.08 |
| Sundries | 19,834.18 |
| Total | $ 4,474,262.27 |

### CREDIT.

| | |
|---|---|
| Capital stock | $ 4,000,000.00 |
| Note Metropolitan Trust Co. | 240,000.00 |
| Car notes | 78,803.46 |
| New steel note | 21,902.54 |
| Audited vouchers | 30,387.82 |
| Wages and salaries June | 14,254.89 |
| Rent due July 1, 1889 | 291.67 |
| Profit and loss | 97,641.99 |
| Total | $ 4,474,262.27 |

## CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

### RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| NET INCOME: | | |
| From operation | $ 79,641.89 | |
| Total | | $ 79,641.89 |
| INCREASE IN LIABILITIES: | | |
| Rail notes | $ 21,902.54 | |
| Cars purchased | 78,803.46 | |
| Total | | $ 100,706.00 |
| MISCELLANEOUS: | | |
| All other sources | $ 237.64 | |
| Total | | $ 237.64 |
| Grand total | | $ 180,585.53 |



### RESOURCES ACCOUNTED FOR.

| | | |
|---|---|---|
| FIXED CHARGES: | | |
| Interest on funded debt paid | $ 14,400.00 | |
| Other interest paid | 5,217.76 | |
| Taxes | 14,800.50 | |
| Total | | $ 22,578.26 |
| BETTERMENTS TO PROPERTY: | | |
| Other permanent improvements | $ 61,423.17 | |
| Additional equipment | 82,139.10 | |
| Total | | $ 143,562.27 |
| MISCELLANEOUS: | | |
| Property purchased | $ 4,515.00 | |
| Total | | $ 4,515.00 |
| Grand total | | $ 180,585.53 |

## IMPORTANT CHANGES DURING THE YEAR.

All leases taken or surrendered:
Lease of Centerville, Moravia & Albia Railroad surrendered May 31, 1889.

## CONTRACTS, AGREEMENTS, ETC.

### EXPRESS COMPANIES.

Pacific Express Company, for privilege between Keokuk and Van Wert, Iowa, pay $600 per month; beginning January 1, 1889, they pay $675 per month.

### MAILS.

For the transportation of United States mail between Keokuk and Van Wert, this company receives $59.24 per mile.

### TELEGRAPH COMPANIES.

Western Union Telegraph Company owns telegraph line, furnishes office instruments and gets revenue from commercial business. Wires are used by the railroad company for the transmission of its own business messages without charge. The line is kept in repair by the railroad company.

### OTHER CONTRACTS.

Humeston & Shenandoah Railroad Company pay $1,000 per month for use of track between Humeston and Van Wert. This contract took effect December, 1888.

Total obligations, $318,803.46, secured by notes of the company. No mortgage on the road whatever.

## EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers | | $ 7,350.00 | $ |
| General office clerks | 10 | 7,243.71 | 2.43 |
| Station agents | 27 | 13,050.20 | 1.60 |
| Other station men | 31 | 14,630.48 | 1.46 |
| Enginemen | 12 | 14,857.10 | 4.12 |
| Firemen | 12 | 8,040.20 | 2.23 |
| Conductors | 9 | 7,408.40 | 2.87 |
| Other trainmen | 18 | 8,393.60 | 1.52 |
| Machinists | 4 | 3,175.50 | 2.64 |
| Carpenters | 10 | 12,630.40 | 2.35 |
| Other shopmen | 45 | 23,399.80 | 1.72 |
| Section foremen | 26 | 14,340.00 | 1.84 |
| Other trackmen | 85 | 24,877.50 | 1.10 |
| Switchmen, flagmen and watchmen | 5 | 5,000.00 | 2.40 |
| Telegraph operators and dispatchers | 15 | 8,737.61 | 1.94 |
| Total | 318 | $ 172,443.00 | |
| DISTRIBUTION OF ABOVE: | | | |
| General administration | | $ 15,095.71 | |
| Maintenance of way and structures | | 49,287.00 | |
| Maintenance of equipment | | 29,302.30 | |
| Conducting transportation | | 78,858.02 | |
| Total | | $ 172,443.00 | |

| | | |
|---|---|---|
| Number of employes in Iowa | | 236 |
| Amount paid employes in Iowa | $ | 127,975.72 |

## PASSENGER, FREIGHT, AND TRAIN MILEAGE.

| | | | |
|---|---|---|---|
| PASSENGER TRAFFIC: | | | |
| Number of passengers carried earning revenue | 136,476 | | |
| Number of passengers carried one mile | 2,895,886 | | |
| Total passenger revenue | | $ | 77,226.82 |
| Average amount received from each passenger | | | .56.56 |
| Average receipts per passenger per mile | | | .02.60 |
| Passenger earnings per mile of road | | | 322.86 |
| Passenger earnings per train mile | | | .40.30 |
| FREIGHT TRAFFIC: | | | |
| Number of tons carried of freight earning revenue | 195,743 | | |
| Number of tons carried one mile | 13,029,045 | | |
| Average distance haul of one ton, miles | 66.5 | | |
| Total freight revenue | | $ | 200,332.07 |
| Average amount received for each ton of freight | | | 1.02 |
| Average receipts per ton per mile | | | .01.53 |
| Freight earnings per mile of road | | | 1,356.35 |
| Freight earnings per train mile | | | 1.37 |
| PASSENGER AND FREIGHT: | | | |
| Passenger and freight earnings | | $ | 277,558.89 |
| Passenger and freight earnings per mile of road | | | 1,879.21 |
| Expense per mile of road | | | 1,092.82 |
| Total earnings per mile of road, including mails, express etc | | | 1,991.73 |
| Number of passenger trains | 1,248 | | |
| Number of mixed trains | 1,878 | | |



| | |
|---|---|
| TRAIN MILEAGE: | |
| Miles run by passenger trains | 101,598 |
| Miles run by mixed trains | 145,853 |
| Total mileage trains earning revenue | 337,381 |
| Miles run by switching trains | 85,722 |
| Miles run by construction and other trains | 11,186 |
| Grand total train mileage | 434,289 |
| Mileage of loaded freight cars—north or east | 553,080 |
| Mileage of loaded freight cars—south or west | 709,620 |
| Mileage of empty freight cars—north or east | 353,425 |
| Mileage of empty freight cars—south or west | 208,560 |
| Average number of freight cars in train | 13 |
| Average number of loaded cars in train | 9 |
| Average number of empty cars in train | 4 |
| Average number of tons of freight in train | 104 |
| Average number of tons of freight in each loaded car | 11.5 |

As we can make no satisfactory division between expenses of freight and passenger traffic, we cannot estimate cost of carrying passengers one mile or one ton of freight one mile.

Average number of tons in cars when shipped in car lots.
Fifteen tons.

Average number of tons in cars when in less than car lots.
Four tons.

What per cent does the local freight business of Iowa bear to total freight business of the entire line?
Passenger, 28.7; freight, 46.2.

What per cent does local freight business of Iowa bear to freight originating on your line in Iowa and passing outside the State?
Passenger, 81.10; freight, 76.3.

What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?
Passenger, 9.25; freight, 83.9.

What per cent does local freight business bear to freight moved across the State from points outside to points inside the State?
Passenger, 92.5; freight, 82.9.

What per cent of freight received at each station on your road is local and what per cent inter-State?
Local passenger, 67.1; through passenger, 32.9; local freight, 81; through freight, 19.

What proportion of earnings is credited to Iowa on business passing across the state, from points beyond to points beyond the State?
Mileage proportion.

What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?
Mileage proportion.

What proportion of earning is credited to Iowa, on business originating outside the State and destined to points within the State?
Mileage proportion.

What proportion of earnings is credited to each branch line of your road, on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?
No branches.

Give the amount and kind of freight furnished by each branch line to your main line.
No branches.

## FREIGHT TRAFFIC MOVEMENT—IOWA.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | 3,179 | 3,240 | 6,419 | 4.09 |
| Flour | 1,974 | ..... | 1,974 | 1.26 |
| Hay | 5,470 | ..... | 5,470 | 3.48 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | 6,430 | 2,040 | 8,470 | 5.39 |
| Dressed meats | 1,558 | ..... | 1,558 | .99 |
| PRODUCTS OF MINES— | | | | |
| Bituminous coal | 82,584 | ..... | 82,584 | 52.59 |
| PRODUCTS OF FOREST— | | | | |
| Lumber | 22,176 | ..... | 22,176 | 14.11 |
| MERCHANDISE | 27,577 | 816 | 28,393 | 18.08 |
| Total tonnage | 150,948 | 6,096 | 157,044 | 100 |

## DESCRIPTION OF EQUIPMENT.

(FOR ENTIRE ROAD.)

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. Number. | Kind. | CARS FITTED WITH AUTOMATIC COUPLER. Number. | Kind. |
|---|---|---|---|---|---|---|
| LOCOMOTIVES— | | | | | | |
| Passenger | | 4 | 4 | Westinghouse. | .... | ..... |
| Freight | 1 | 8 | 2 | American | .... | ..... |
| Switching | ..... | 1 | 1 | American | .... | ..... |
| Total | 1 | 13 | 7 | ..... | .... | ..... |
| CARS IN PASSENGER SERVICE— | | | | | | |
| First-class passenger cars | ..... | 5 | .... | ..... | [illegible] | ..... |
| Combination passenger cars | ..... | 2 | .... | ..... | [illegible] | ..... |
| Bag., express and postal cars | ..... | 2 | .... | ..... | [illegible] | ..... |
| Total | ..... | 9 | .... | ..... | 9 | ..... |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Box cars | 148 | 529 | .... | ..... | .... | ..... |
| Flat cars | ..... | 6 | .... | ..... | .... | ..... |
| Stock cars | ..... | 137 | .... | ..... | .... | ..... |
| Coal cars | 52 | 250 | .... | ..... | .... | ..... |
| Total | 200 | 942 | .... | ..... | .... | ..... |
| CARS IN COMPANY'S SERVICE— | | | | | | |
| Caboose cars | ..... | 8 | .... | ..... | .... | ..... |
| Other road cars | ..... | 4 | .... | ..... | .... | ..... |
| Total | ..... | 12 | .... | ..... | .... | ..... |
| Grand total | ..... | 972 | .... | ..... | .... | ..... |



## MILEAGE.

### A. MILEAGE OF ROAD OPERATED.

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary company. | New line constructed during year. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track | 142.70 | ..... | 5.00 | ..... | ..... | ..... | 147.70 | ..... | 22.70 | 125.00 |
| Miles of yard track, sidings and spurs | 16.88 | ..... | ..... | ..... | ..... | .46 | 16.88 | ..... | 16.88 | ..... |
| Total mileage operated (all tracks) | 159.58 | ..... | 5.00 | ..... | ..... | .46 | 164.58 | ..... | 39.59 | 125.00 |

### B. MILEAGE BY STATES AND TERRITORIES.

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary company. | New line constructed during year. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Missouri | 72.12 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Iowa | 70.58 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total mileage owned (single track) | 142.70 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

## RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|---|---|---|---|---|---|---|
| Kind. | Tons. | Weight per yard, lbs. | Average price per ton at distributing point. | Kind. | Number. | Average price at distributing point. |
| Steel | 3,998.50 | ..... | 34.50 | White oak | 55,330 | $ .32 |
| Total steel | 3,998.50 | ..... | 34.50 | Total | 55,330 | $ .32 |

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | Wood, cords—hard. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|
| Passenger | 4,602 | 126 | ..... | 191,528 | 54.00 |
| Freight | 5,505 | 185 | ..... | 145,833 | 85.00 |
| Switching | 1,717 | 32 | ..... | 83,722 | 44.00 |
| Construction | 219 | 9 | ..... | 11,186 | 44.00 |
| Total | 12,193 | 352 | ..... | 434,289 | ..... |
| Average cost at distributing point | $ 1.30 | $ 1.50 | | | |



## CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Length of level line—miles. | Ascending grades. | | | Descending grades. | | | |
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | | Number. | Sum of ascents—feet. | Aggregate length of ascending grades—miles. | Number. | Sum of descents—feet. | Aggregate length of descending grades—miles. | |
| Keokuk | Alexandria | 5.00 | 11 | 1.55 | 3.45 | 5.00 | 31 | 1,850 | 6.80 | 18 | 1,160 | ..... | |
| Alexandria | Van Meter | 142.70 | 163 | 46.02 | 96.68 | 20.10 | ..... | ..... | ..... | ..... | ..... | ..... | |

## CHARACTERISTICS OF ROAD FOR IOWA.

BRIDGES—
Number wooden ..... 2
Number combination ..... 3

TRESTLES—
Aggregate length, feet ..... 1,673

GAUGE OF TRACK—
Four feet and eight and one half inches.

The cost and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road, and all fixtures and conveniences for transacting its business ..... $ 4,442,208.40

The average amount of tonnage that can be carried on your road in the State by an engine of given weight:
Thirty-four ton engines, 240 tons freight.

Section 4, Chapter 77 of the laws of the Seventeenth General Assembly, says that the Railroad Commissioners shall, on the first Monday of December, make a report to the said Governor, etc.

The tenth clause of the section says the report shall contain such statistics of the road and its transportion business for the year as may, in the judgment of the Commissioners, be necessary and proper for the information of the General Assembly, or AS MAY BE REQUIRED BY THE GOVERNOR.

Under the provisions of this clause, the Governor has submitted questions contained in the following letter, which you will please answer:

STATE OF IOWA,
EXECUTIVE OFFICE, DES MOINES, August 5, 1889.

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

GENTLEMEN—I must again request that you obtain and incorporate into your next annual report the following information as to every railroad company doing business in this State, viz.:

1. The names of all persons who were stockholders on the 30th day of June, 1889; their place of residence, and the amount of stock owned by each.

2. The salary paid to its general officers, as President, Vice-president, Secretary, Treasurer, Auditor, General Manager and Assistants, Traffic Manager, General Freight Agent, General Solicitor, and Division Superintendents.

3. The average daily wages paid to its employes, as station agents, conductors, brakemen, engineers, firemen, flagmen, section men, etc.

4. The names of its regular attorneys in this State, the salary and other compensation of each; also the names of all other attorneys in the State retained by the road during the past year, and the retaining fee, per diem, or other compensation or emolument whatsoever received by each.

5. The number and total mileage of so-called one and two thousand mile tickets issued to persons in this State for other than cash compensations; also, whether the cash value of all mileage tickets is included in its report of gross receipts.

This information is of importance to the State as well as of great interest to the public. More publicity in the management of corporation affairs is necessary. It is a wise law that compels national banks to post up at their places of business a list of their stockholders; and there is certainly no good reason why the State and the public should not know who the owners of the railroads are that avail themselves of the State's franchises, do business under its laws and rely upon it for protection.

It is also essential that the mileage tickets issued by the various companies to editors, to its attorneys and to its employes, in lieu of other compensation, be reported to the State. There is reason to believe that it is the practice of some companies not to include the value of such mileage in their reports of total earnings, upon which the classification of railroads for the purpose of regulating their tariff is based.

You will please direct the attention of the various companies to the provisions of section 5, chapter 77, laws of the Seventeenth General Assembly; and should any of them fail to furnish the information required, I shall thank you to promptly report to me the names of such delinquents.

Yours truly,

WM. LARRABEE.



## LIST OF STOCKHOLDERS OF RECORD, JANUARY 23, 1889.

| | |
|---|---|
| Ayer, Martha A. H | 265 |
| Banks, Lucetta P | 17 |
| Baylis, L. Tabor | 35 |
| Burnham, Wm. Pitt | 88 |
| Berdolt, Michael C | 17 |
| Burden, Wm. F | 70 |
| Beebe, James W | 53 |
| Benedict, Ezra G | 177 |
| Cuyler, T. DeWitt | 1 |
| Candee, C. H | 1 |
| Caldwell, James | 177 |
| Cooper, Mary D | 88 |
| Clark, Dodge & Co | 88 |
| Clark, Byron W | 265 |
| Clark, Heman | 744 |
| Curtis, Henry M | 177 |
| Cuyler, Cornelius C | 17 |
| Cuyler, Eleanor DeG | 17 |
| Crerar, John | 510 |
| Craft, Isaac L | 17 |
| F. M. Drake | 709 |
| De Pothorner, C. Ligo & Co | 2,235 |
| Day & Heaton | 35 |
| Dix, Emily F | 177 |
| Dory, Victor | 53 |
| Doty & McFarland | 88 |
| Douglass, Robert | 17 |
| Denny, Thomas Anthony | 443 |
| DeForrest, H. G | 93 |
| Edmonds, I. B | 177 |
| Estate of John B. Thompson | 885 |
| Estate of Chas. F. Park | 88 |
| Escole, A. A | 640 |
| Edwards, Jacob | 195 |
| Foreign, American and General Investment Trustee Co., limited | 973 |
| Gebhard, Wm. H., Ex | 1,240 |
| Gray, Georgina M | 88 |
| Gilman, D. C | 53 |
| Gilman, Son & Co | 1,470 |
| Gebhard, Wm. H., Ex | 1,773 |
| Gebhard, Fredrick | 193 |
| Gebhard, Cora | 88 |
| Hughes, Felix T | 1 |
| Hammond, Eliza | 17 |
| Hammond, Edward Payton | 17 |
| Havemeyer, J. C | 106 |
| Hill, Wm | 1,343 |
| Irwin, John N | 1 |
| Jesup, Morris K | 7,205 |
| Jesup, Maria V. A | 177 |
| Judson, Spencer C | 1,400 |
| Jesup, Chas., Tress. Trustee for outstanding scrip | 55 |
| Kimball, F. A | 909 |
| Kellogg, Chas | 193 |
| Lockwood, Mary T | 35 |
| Leslie, George R | 17 |
| Lockwood, F. W | 178 |
| Leith, Alex. J | 530 |
| Mead, Solomon | 124 |
| Munn, Martha Buell | 17 |
| Otwater, Richard | 17 |
| Opdyke, George F | 17 |
| Opdyke, W. L. and C. W., trustees | 531 |
| Opdyke, W. L. and C. W., attorneys | 354 |
| Opdyke, C. W | 177 |
| Pator, John & Co | 1,531 |
| Pellew, Henry E | 283 |
| Phelps, H. Augustus | 53 |
| Paxson, Frances | 53 |
| Plum, James R., trustee | 17 |
| Plum, Anna L | 17 |
| Plum, Mary M | 17 |
| Prichard, Wm. M., and John Lee Smith, surviving trustees under will of Wm. D. Thompson, deceased | 212 |
| Powers, George W | 181 |
| Paulding, J. P. & Co | 35 |
| Pennsylvania Co. for Insurance on lives and granting annuities, trustee under will of Joseph W. Drexel, deceased | 1,033 |
| Robertson, Robert Hope | 265 |
| Robertson, Lawrence | 177 |
| Schaff, Phillip | 124 |
| Sheldon, B. R | 572 |
| Stone, Edwin | 177 |
| Stone, Lumner R | 954 |
| Strasburger, R. W | 88 |
| Spies, A. W | 2,656 |
| Strong, Benjamin | 1 |
| Shephard, Oliver H | 205 |
| Starr, Charles H | 132 |
| Strong, Adeline T | 18 |
| Stewart, A. H | 88 |
| Thacker, Thomas | 500 |
| Trace, C. E | 17 |
| Thacker, H. C | 1,742 |
| Trask, F. K | 1,400 |
| Thacker, George Winslow | 88 |
| Thacker, Catharine | 17 |
| Vanderbilt, G. O., Adm'r of Robert Voorhees, deceased | 150 |
| Willard, Mary G | 17 |
| Washington, W. H. and E. C | 53 |

## SALARIES OF OFFICERS.

President, $2,500; General Manager, $2,100; Secretary, $100; Treasurer, $250; Auditor, $1,200.

## WAGES PAID EMPLOYES.

Shown on page 408.

## MILEAGE TICKETS.

Forty-five books, advertising not included

STATE OF IOWA, }
COUNTY OF LEE. } ss.

We, the undersigned, E. C. Goodrich, General Manager, and J. T. Elder, Assistant Treasurer, of the Keokuk & Western Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

(Signed) A. C. GOODRICH,
*General Manager.*
J. T. ELDER,
*Assistant Treasurer Auditor.*

Subscribed and sworn to before me this 12th day of October, 1889.

[SEAL.] EDMUND JAEGER,
*Notary Public, Lee county, Iowa.*

# ANNUAL REPORT

OF THE

# MINNEAPOLIS & ST. LOUIS RAILWAY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

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### HISTORY.

Name of common carrier making this report:
Minneapolis & St. Louis Railway, W. H. Truesdale, Receiver.

Date of organization:
Receiver appointed June 28, 1888.

Under laws of what government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:
Receiver appointed by the Court of the Fourth Judicial District of Minnesota.

Give post-office address of general office:
Minneapolis, Minnesota.

Give post-office address of operating office:
Minneapolis, Minnesota.

### OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| Receiver | W. H. Truesdale | Minneapolis, Minnesota. |
| Secretary } Treasurer } | Joseph Gaskill | Minneapolis, Minnesota. |
| General Solicitor, Att'y, or Counsel | J. D. Springer | Minneapolis, Minnesota. |
| Auditor | R. G. Brown | Minneapolis, Minnesota. |
| General Manager | W. H. Truesdale | Minneapolis, Minnesota. |
| General Freight Agent | L. F. Kimball | Minneapolis, Minnesota. |
| General Passenger Agent } General Ticket Agent } | C. H. Holdridge | Minneapolis, Minnesota. |
| Superintendent | T. E. Clarke | Minneapolis, Minnesota. |
| Superintendent for Iowa | H. S. Holm | Ft. Dodge. |
| Superintendent of Telegraph | W. F. Fox | Minneapolis, Minnesota. |
| General Baggage Agent | J. D. Marston | Chicago, Illinois. |

## PROPERTY OPERATED.

| NAME. | TERMINALS. FROM— | TERMINALS. TO— | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| Minneapolis & St. Louis | Minneapolis | Angus, Iowa | 250.10 | |
| | Hopkins | Morton, Minnesota | 91.70 | |
| | Lake Park Junction | Lake Park, Minnesota | 1.50 | |
| | Kalo Junction | Kalo, Iowa | 1.30 | |
| St. Paul & Northern Pacific | Seventh street, St. Paul | Twenty-fifth Avenue, South Minneapolis and Minneapolis Transfer | 10.07 | |
| Total mileage operated | | | 354.17 | |
| Total mileage operated in Iowa | | | | 141.4 |



## CURRENT ASSETS AND LIABILITIES.

### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---|
| Cash | $ 182,168.05 |
| Due from agents | 42,007.35 |
| Net traffic balances due from other companies | 42,487.53 |
| Due from solvent companies and individuals | 42,075.49 |
| Total | $ 310,238.42 |
| Materials and supplies on hand | 142,497.61 |

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | |
|---|---|
| Audited vouchers and accounts | $ 74,044.29 |
| Wages and salaries | 58,507.47 |
| Miscellaneous, taxes, etc | 26,986.10 |
| Balance cash assets | 149,800.46 |
| Total | $ 310,238.42 |

### PERMANENT IMPROVEMENTS FOR THE YEAR.

All included in operating expenses.

### INCOME ACCOUNT.

| | | |
|---|---|---|
| Gross earnings from operation | $ 1,235,780.85 | |
| Less operating expenses | 953,622.23 | |
| Income from operation | | $ 382,157.62 |
| Rentals of tracks, yards and terminals | $ 80,635.90 | |
| Miscellaneous income, less expenses | 17,069.28 | 97,705.18 |
| Total income | | $ 479,862.80 |
| Deductions from income: | | |
| Rentals, including tracks, yards and terminals | 63,873.31 | |
| Taxes | 48,199.08 | |
| Other deductions | 964.17 | |
| Total deductions from income | | $ 113,036.56 |
| Net income | | $ 366,826.24 |
| Other payments from net income: | | |
| Six months interest to November 1, 1888, on $280,000 Minneapolis & Duluth bonds, at 7 per cent | | $ 98,000.00 |
| Surplus from operations of year ending June 30, 1889 | | 267,026.24 |
| Surplus on June 30, 1889 | | 267,026.24 |
| Taxes paid in Iowa | $16,870.90 | |

MINNEAPOLIS & ST. LOUIS RAILWAY,
OFFICE OF THE AUDITOR,
MINNEAPOLIS, MINN., Oct. 26, 1889.

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

DEAR SIR—Replying to yours of the 24th: Total amount of unpaid interest on old Minneapolis & St. Louis Railway Company bonds to June 30, 1889, was $951,500.00. This was not shown in report sent you, it properly pertaining to the old company's affairs and not to those of the Receiver, whose fiscal year the report covered.

I do not quite understand your request for amount of "interest for Iowa." The old company had only two issues of bonds for construction in Iowa, while the road in that State is also bonded for its proportion of issue of income bonds and improvement and equipment bonds to an amount equal nearly to three times that of the bonds issued for Iowa construction solely, and it is impossible to state the exact amount of the total applying to Iowa. If by "interest for Iowa" you mean what amount is payable or due to residents in that State, I am equally unable to answer, as we have no knowledge of the residences of our bondholders.

Taxes for Iowa for the year ending June 30, 1889, were $16,870.90. You are in error in saying that this was asked for in the blank report form sent me. The only question as to Iowa taxes was on page 17, which is a statement from companies "not making operating reports," hence it was not included in report sent you for the Receiver.

Yours truly,

R. G. BROWN, *Auditor.*

## EARNINGS FROM OPERATION.

| | | |
|---|---|---|
| PASSENGER— | | |
| Passenger revenue | | $ 313,818.45 |
| Less repayments: | | |
| Tickets redeemed | $ 295.74 | |
| Excess fares refunded | 59.35 | |
| Other repayments | 2,221.86 | |
| Total deductions | | $ 2,576.95 |
| Total passenger revenue | | $ 311,241.50 |
| Mail | $ 43,933.60 | |
| Express | 23,418.07 | |
| Extra baggage and storage | 6,436.26 | |
| Total | | $ 72,787.93 |
| Total passenger earnings | | $ 384,029.43 |
| FREIGHT— | | |
| Freight revenue | | $ 938,528.52 |
| Less repayments: | | |
| Overcharge to shippers | | 6,181.87 |
| Total freight revenue | | $ 932,346.65 |
| Other items | | 19,413.77 |
| Total freight earnings | | $ 951,760.42 |
| Total passenger and freight earnings | | $ 1,335,789.85 |
| Total gross earnings from operation | | $ 1,335,789.85 |
| Total gross earnings from operation in Iowa | | 276,662.11 |
| Operating expenses per mile of road | | $ 1,717,63.274 |
| Operating expenses per train mile | | 1.11.439 |
| Proportion of operating expenses and taxes for Iowa | | 259,073.27 |
| Percentage of expenses to earnings | | .9364 |
| Net earnings per train mile | | .07.085 |



## RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

| DESIGNATION AND SITUATION OF PROPERTY LEASED. | NAME OF COMPANY USING PROPERTY. | ITEM. | TOTAL. |
|---|---|---|---|
| TRACKS— | | | |
| First Street North to Twentieth Avenue South, Minneapolis | Northern Pacific | 10,921.56 | |
| Minneapolis to Meriam Junction, Minnesota | Chicago, St. Paul, Minneapolis & Omaha | 12,575.03 | |
| East Minneapolis to White Bear, Minnesota | St. Paul & Duluth | 15,011.30 | |
| Forest City to Madison, Iowa | Burlington, Cedar Rapids & Northern | 3,150.00 | |
| Total | | | $ 41,657.89 |
| YARDS— | | | |
| Lower yard, Minneapolis | Railway Transfer Company | | 38,978.01 |
| *TERMINALS | | | |
| Grand total rentals received | | | $ 80,635.90 |

*The receiver performs terminal service in Minneapolis for the St. Paul & Duluth Railroad, compensation being based upon amount of freight handled each month, and the total credited in operating accounts to station service.

MISCELLANEOUS INCOME.

| ITEM. | Gross income. | Less expenses. | Net miscellaneous income. |
|---|---|---|---|
| Rental of equipment | | | $ 15,335.67 |
| Rental of station houses, etc | | | 1,733.61 |
| Total | | | $ 17,069.28 |

OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | $ 66,840.14 | $ 79,090.02 | $ 145,930.16 |
| Renewals of rails | 21,832.27 | 25,836.44 | 47,668.71 |
| Renewals of ties | 35,403.57 | 44,080.21 | 79,483.78 |
| Repairs of bridges and culverts | 21,780.90 | 25,775.05 | 47,556.75 |
| Repairs of fences, road-crossings, signs, and cattle-guards | 2,897.75 | 3,429.22 | 6,326.97 |
| Repairs of buildings | 9,874.37 | 11,685.84 | 21,560.41 |
| *Repairs of telegraph | | | |
| Total | $ 158,629.20 | $ 189,906.38 | $ 348,535.58 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | $ 24,361.89 | $ 28,830.00 | $ 53,191.89 |
| Repairs and renewals of passenger cars | 18,695.58 | | 18,695.58 |
| Repairs and renewals of freight cars | | 50,675.53 | 50,675.53 |
| †Shop machinery, tools, etc | | | |
| Total | $ 42,068.47 | $ 88,505.53 | $ 131,474.00 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of enginemen, firemen, and roundhousemen | $ 41,753.37 | $ 49,410.97 | $ 91,164.34 |
| Fuel for locomotives | 38,203.80 | 45,210.61 | 83,414.41 |
| Water-supply for locomotives | 3,517.61 | 4,162.77 | 7,680.38 |
| ‡All other supplies for locomotives | 3,153.89 | 3,502.96 | 6,656.85 |
| ‖Wages of other trainmen | 19,294.05 | 44,999.76 | 64,293.81 |
| ‡All other train supplies | 2,372.67 | 1,775.10 | 4,047.77 |
| ¶Wages of switchmen, flagmen and watchmen | | | |
| Expense of telegraph, including train dispatchers and operators | 10,527.75 | 12,458.60 | 22,986.35 |
| Wages of station agents, clerks and laborers | 41,732.55 | 48,936.85 | 90,289.40 |
| Station supplies | 1,957.73 | 2,316.78 | 4,274.51 |
| Car mileage—balance | 11,228.12 | 16,357.57 | 5,129.45 |
| Loss and damage | 1,551.50 | 1,835.84 | 3,387.34 |
| Injuries to persons | 680.54 | 805.36 | 1,485.90 |
| Total | $ 175,413.58 | $ 199,049.03 | $ 374,462.61 |

* Made by Western Union Telegraph Company.

† This account has not hitherto been kept separate from repairs of buildings, and is included in the latter account, in this report. It will be shown as a distinct item in future.

‡ Included in item of oil, waste and tallow. Will be handled as per printed instructions, in future.

‖ Shown in this report in items of passenger and freight train service.

‡ Shown in this report in items of passenger and freight train supplies.

¶ In this report, switchmen are included in station service. Flagmen in repairs of fences and crossings. Bridge tenders and watchmen, to repairs of bridges. Watchmen to station service.



OPERATING EXPENSES—CONTINUED.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| GENERAL EXPENSES— | | | |
| Salaries of officers | $ 22,858.81 | $ 27,051.26 | $ 49,910.07 |
| Salaries of clerks | | | |
| General office expenses and supplies | | | |
| Agencies, including salaries and rent | 8,186.37 | 9,687.81 | 17,874.18 |
| Advertising | 5,271.81 | | 5,271.81 |
| Commissions | 1,908.56 | 2,305.11 | |
| Insurance | 3,259.94 | 3,881.50 | 7,191.43 |
| Legal expenses | 5,771.74 | 6,850.32 | 12,622.06 |
| Stationery and printing | 905.38 | 1,071.44 | 1,976.82 |
| Other general expenses | | | |
| Total | $ 48,272.60 | $ 50,887.44 | $ 99,160.04 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | $ 158,629.20 | $ 189,906.38 | $ 348,535.58 |
| Maintenance of equipment | 42,068.47 | 88,505.53 | 131,474.00 |
| Conducting transportation | 175,413.58 | 199,049.03 | 374,462.61 |
| General expenses | 48,272.60 | 50,887.44 | 99,160.04 |
| Grand total | $ 425,383.85 | $ 528,348.38 | $ 953,632.23 |
| Operating expenses in Iowa (taxes not included) | | | $ 242,873.27 |
| Percentage of operating expenses to earnings | | | 71.39 |
| Percentage of operating expenses to earnings in Iowa | | | 87.78 |

FENCING IN IOWA.

| | |
|---|---|
| How many miles of fencing have you on your road in Iowa? | 50.3 |

RENTS PAID FOR LEASE OF OTHER PROPERTY.

| DESIGNATION OF PROPERTY. | SITUATION OF PROPERTY LEASED. | NAME OF COMPANY OWNING PROPERTY LEASED. | ITEM. | TOTAL. |
|---|---|---|---|---|
| TRACKS— | | | | |
| Line A | Miss. St., St. Paul, to 29th Avenue, South Minneapolis | St. Paul & Northern Pacific | | $ 51,856.88 |
| Line B | St. Anthony Park to St. P. & D. Junction | | | |
| TERMINALS— | | | | |
| Freight house, round house, passenger depot and track facilities | St. Paul | | | 12,016.43 |
| Total rentals | | | | $ 63,873.31 |



## GENERAL BALANCE SHEET.

### DEBIT.

| | | |
|---|---|---|
| Cash and current assets | | $ 310,238.42 |
| Advances made by order of the court to Minneapolis Transfer Railway | | 7,776.31 |
| Advances made by order of the court account of Minneapolis & St. Louis Railway Company | | 56,051.36 |
| OTHER ASSETS: | | |
| Materials and supplies | | 142,497.61 |
| Total | | $ 517,464.20 |

### CREDIT.

| | | |
|---|---|---|
| Current liabilities | | $ 160,437.96 |
| Profit and loss | | 357,026.24 |
| Total | | $ 517,464.20 |

## CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

### RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| NET INCOME: | | |
| From operation | $ 366,826.24 | |
| Total | | $ 366,826.24 |
| Grand total | | $ 366,826.24 |

### RESOURCES ACCOUNTED FOR.

| | | |
|---|---|---|
| FIXED CHARGES: | | |
| Interest on funded debt paid | $ 9,800.00 | |
| Rentals paid | 58,533.75 | |
| Taxes paid | 37,622.43 | |
| Total | | $ 105,956.18 |
| Advances to other companies | | 64,728.17 |
| INCREASE IN ASSETS: | | |
| Cash on hand | $ 182,168.05 | |
| Total | | $ 182,168.05 |
| MISCELLANEOUS: | | |
| Other expenditures | $ 13,973.84 | |
| Total | | $ 13,973.84 |
| Grand total | | $ 366,826.24 |

## CONTRACTS, AGREEMENTS, ETC.

### EXPRESS COMPANIES.

United States Express Company, for use of all passenger trains for transportation of express, freight, etc.

### MAILS.

United States Post-office Department; transportation of United States mail on all passenger trains; compensation fixed every four years by Post-office Department, on basis of weight of mails carried and size of mail compartments.

SLEEPING, PARLOR AND DINING CAR COMPANIES.

Pullman Palace Car Company; running of sleepers and parlor cars at three cents per car mile, the railway to take same care of sleepers as of ordinary passenger cars.

FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

Empire Line, for transportation of freight, the railway paying percentage of earnings toward the expenses of the line.

OTHER RAILROAD COMPANIES.

Chicago, Rock Island & Pacific and Des Moines & Fort Dodge Railways; interchange of freight and passenger business *via* Angus and Des Moines, Iowa, and for running of through trains and cars; also, for use of certain facilities at Fort Dodge, Iowa.

Chicago, Rock Island & Pacific and Burlington, Cedar Rapids & Northern; interchange of freight and passenger traffic *via* Albert Lea, Minn., and West Liberty, Iowa, and for running through trains and cars.

Wisconsin, Minnesota & Pacific Railway Co., for building a certain line of railway, and the operation of same by the M. & St. L. R'y Co., after construction; also, possible lease of M. & St. L. R'y, or a portion thereof.

TELEGRAPH COMPANIES.

Western Union Telegraph Company, for construction and joint use and operation of telegraph lines along the line of railway company. The railway company is allowed free telegraphing to a certain amount, and in return gives free transportation for telegraph material.

## EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers | 12 | $ 34,170.00 | $ ..... |
| General office clerks | 32 | 21,730.00 | ..... |
| Station agents | 52 | 33,125.00 | ..... |
| Other station men | 55 | 60,200.00 | ..... |
| Engineers | 46 | 51,750.00 | 3.75 |
| Firemen | 33 | 34,980.00 | 2.20 |
| Conductors | 24 | 24,768.00 | ..... |
| Other trainmen | 55 | 36,300.00 | ..... |
| Machinists | 16 | 12,480.00 | 2.60 |
| Carpenters | 15 | 11,250.00 | 2.50 |
| Other shopmen | 170 | 54,150.00 | 1.65 |
| Section foremen | 74 | 30,960.00 | ..... |
| Other trackmen | 222 | 73,260.00 | 1.10 |
| Switchmen, flagmen and watchmen | 28 | 22,848.00 | ..... |
| Telegraph operators and dispatchers | 27 | 18,144.00 | ..... |
| Number of employes in Iowa | | | 185 |
| Amount paid employes in Iowa | | | $ 111,009.00 |



## PASSENGER, FREIGHT, AND TRAIN MILEAGE.

| | | | |
|---|---|---|---|
| PASSENGER TRAFFIC: | | | |
| Number of passengers carried earning revenue | 500,940 | | |
| Number of passengers carried one mile | 13,019,508 | | |
| Average distance carried, miles | 25.53 | | |
| Total passenger revenue | | $ | 311,241.50 |
| Average amount received from each passenger | | | .61 |
| Average receipts per passenger per mile | | | .02.390 |
| Estimated cost of carrying each passenger one mile | | | .03.266 |
| Passenger earnings per mile of road | | | 818.62.572 |
| Passenger earnings per train mile | | | .71.058 |
| FREIGHT TRAFFIC: | | | |
| Number of tons carried of freight earning revenue | 749,500 | | |
| Number of tons carried one mile | 73,134,603 | | |
| Average distance haul of one ton, miles | 97.56 | | |
| Total freight revenue | | $ | 951,760.42 |
| Average amount received for each ton of freight | | | 1.26.909 |
| Average receipts per ton per mile | | | 1.301 |
| Estimated cost of carrying one ton one mile | | | .722 |
| Freight earnings per mile of road | | | 2,503.31.512 |
| Freight earnings per train mile | | | 1.83.312 |
| PASSENGER AND FREIGHT: | | | |
| Passenger and freight earnings | | $ | 1,263,001.92 |
| Passenger and freight earnings per mile of road | | | 3,321.93.843 |
| Expense per mile of road | | | 2,506.23.837 |
| Total earnings per mile of road, including mails, express, etc | | | 3,513.38.716 |
| Number of passenger trains | 14 | | |
| Number of freight trains | 20 | | |
| TRAIN MILEAGE: | | | |
| Miles run by passenger trains | 438,134 | | |
| Miles run by freight trains | 519,201 | | |
| Total mileage trains earning revenue | 957,335 | | |
| Miles run by construction and other trains | 17,843 | | |
| Grand total train mileage | 975,178 | | |
| Mileage of loaded freight cars—north or east | 3,457,289 | | |
| Mileage of loaded freight cars—south or west | 3,066,003 | | |
| Mileage of empty freight cars—north or east | 1,074,145 | | |
| Mileage of empty freight cars—south or west | 1,536,139 | | |
| Average number of freight cars in train | 22 | | |
| Average number of loaded cars in train | 15 | | |
| Average number of empty cars in train | 7 | | |
| Average number of tons of freight in train | 105.7 | | |
| Average number of tons of freight in each loaded car | 7 | | |

## FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Iowa. | Freight originating on this road. Whole tons. | Freight received from connecting roads and other carriers. Whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | | |
| Grain | 8,878 | 118,928 | 29,040 | 147,968 | 19.74 |
| Flour | 3,597 | 68,811 | 4,142 | 71,953 | 9.60 |
| Other mill products | | | | | |
| Hay | | | | | |
| Tobacco | 3,681 | 32,265 | 8,629 | 40,894 | 5.45 |
| Cotton | | | | | |
| Fruit and vegetables | | | | | |
| PRODUCTS OF ANIMALS— | | | | | |
| Live stock | 4,880 | 13,824 | 2,442 | 16,266 | 2.17 |
| Dressed meats | | | | | |
| Other packing-house products | 684 | 6,030 | 2,023 | 8,053 | 1.07 |
| Poultry, game and fish | | | | | |
| PRODUCTS OF MINES— | | | | | |
| Anthracite coal | | | | | |
| Bituminous coal | 40,628 | 38,240 | 46,141 | 84,381 | 11.26 |
| Coke | | | | | |
| Stone, sand and other like articles | 1,220 | 76,605 | 4,724 | 81,329 | 10.85 |
| PRODUCTS OF FOREST— | | | | | |
| Lumber | 38,662 | 125,764 | 35,328 | 161,092 | 21.49 |
| MANUFACTURES— | | | | | |
| Petroleum and other oils | 30 | 374 | 1,634 | 2,008 | .27 |
| Salt | 366 | 115 | 3,536 | 3,651 | .49 |
| Iron, pig and bloom | | | | | |
| Iron and steel rails | 245 | 9,892 | 14,410 | 24,302 | 3.24 |
| Other castings and machinery | | | | | |
| Bar and sheet metal | | | | | |
| Cement, brick and lime | 11,560 | 15,085 | 10,669 | 25,754 | 3.44 |
| Agricultural implements | 1,174 | 4,671 | 18,807 | 23,478 | 3.13 |
| Wagons, carriages, tools, etc. | | | | | |
| Household goods and furniture | | | | | |
| Merchandise | 8,186 | 38,234 | 20,233 | 58,470 | 7.80 |
| Other commodities not mentioned above | | | | | |
| Total tonnage | 123,821 | 547,891 | 201,758 | 749,509 | 100 |



## DESCRIPTION OF EQUIPMENT

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. Number. | EQUIPPED WITH TRAIN BRAKE. Kind. | CARS FITTED WITH AUTOMATIC COUPLER. Number. | CARS FITTED WITH AUTOMATIC COUPLER. Kind. |
|---|---|---|---|---|---|---|
| LOCOMOTIVES— | | | | | | |
| Passenger | | 18 | 18 | Westinghouse | | |
| Freight | | 38 | 6 | | | |
| Switching | | 12 | | | | |
| Total | | 68 | | | | |
| CARS IN PASSENGER SERVICE— | | | | | | |
| First-class passenger cars | | 18 | | | 18 | |
| Combination passenger cars | | 7 | | | 7 | |
| Baggage, express and postal cars | | 4 | | | 4 | |
| Pay and business car | | 1 | | | 1 | |
| Total | | 30 | | | 30 | |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Box cars | | 200 | | | | |
| Flat cars | | 607 | | | | |
| Stock cars | | 56 | | | | |
| Coal cars | | 1,037 | | | | |
| Total | | 1,080 | | | | |
| CARS IN COMPANY'S SERVICE— | | | | | | |
| Derrick cars | | 1 | | | | |
| Caboose cars | | 37 | | | | |
| Other road cars | | 1 | | | | |
| Boarding cars | | 3 | | | | |
| Ditcher | | 1 | | | | |
| Steam shovel | | 1 | | | | |
| Pile driver | | 1 | | | | |
| Total | | 45 | | | | |
| Total owned | | 2,055 | | | | |

## MILEAGE.

### A. MILEAGE OF ROAD OPERATED

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary company. | Line operated under track age rights. | New line constructed during year. | Total mileage operated. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track | 261.4 | 93.2 | | | | 12.1 | | 366.7 | 80.3 | 276.6 |
| Miles of second track | 2.6 | | | | | 10.9 | | 13.5 | | 13.5 |
| Miles of yard track, sidings and spurs | 52.8 | 7.3 | | | | 4.4 | | 64.5 | 60.3 | 4.4 |
| Total mileage operated (all tracks) | 316.8 | 100.5 | | | | 27.4 | | 444.7 | | |

### B. MILEAGE OF LINE BY STATES AND TERRITORIES.

#### I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary company. | Line operated under track age rights. | New line constructed during year. | Total mileage, exclusive of trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Minnesota, main | 123.6 | 83.2 | | | | 21.8 | | 228.6 | 8.0 | 220.8 |
| Iowa, main | 130.6 | 1.8 | | | | 4.4 | | 136.8 | 83.1 | 53.7 |
| Minnesota, sidings | 30.1 | 7.3 | | | | | | 37.4 | | 37.4 |
| Iowa, sidings | 13.1 | | | | | 1.1 | | 14.2 | | 14.2 |
| Total mileage operated (single tracks) | 316.8 | 102.3 | | | | 27.4 | | 416.5 | | |

#### II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Main line | 316.8 | 100.5 | | | | | | 417.3 | | |
| East Minn. to White Bear, leased to St. P. & Duluth | 12.5 | | | | | | | 12.5 | | |
| Total mileage owned (single tracks) | 329.3 | 100.5 | | | | | | 429.8 | | |



### RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. Kind. | Tons. | Weight per yard, lbs. | Average price per ton at distributing point. | NEW TIES LAID DURING YEAR. Kind. | Number. | Average price at distributing point. |
|---|---|---|---|---|---|---|
| Steel | 2,636.66 | 60 | $ 30.00 | Oak | 62,846 | $ .51 |
| | | | | Mixed | 151,351 | .35 |
| Total steel | 2,636.66 | | | Total | 215,197 | |

### CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | WOOD—CORDS. Hard. | WOOD—CORDS. Soft. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|---|
| Passenger | 10,563.00 | 109 | 404.00 | 10,837.00 | 456,944 | 47.40 |
| Freight | 21,223.25 | 223 | 470.00 | 21,997.00 | 520,449 | 67.60 |
| Switching | 3,909.00 | 31 | 205.75 | 4,024.00 | 191,839 | 41.95 |
| Construction | 875.00 | 6 | 27.50 | 892.75 | 26,788 | 66.70 |
| Total | 36,561.25 | 369 | 1,109.25 | 37,360.75 | 1,315,020 | 56.96 |
| Average cost at distributing point | $2.30 | $ 1.47 | | | | |

### ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYES. TRAINMEN. Killed. | TRAINMEN. Injured. | SWITCHMEN, FLAGMEN AND WATCHMEN. Killed. | SWITCHMEN, FLAGMEN AND WATCHMEN. Injured. | OTHER EMPLOYES. Killed. | OTHER EMPLOYES. Injured. | TOTAL. Killed. | TOTAL. Injured. |
|---|---|---|---|---|---|---|---|---|
| Coupling and uncoupling | | 4 | | 3 | | 1 | | 8 |
| Falling from trains and engines | | | | | | | | |
| Overhead obstructions | | 1 | | | | | | 1 |
| Collisions | 1 | 1 | | | | *1 | 1 | 2 |
| Other causes; fell over a tie | | | | | | | | 3 |
| Total | 1 | 6 | | 3 | | 5 | 1 | 14 |

*One in Iowa.

ACCIDENTS TO PERSONS IN IOWA.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| At stations | ..... | ..... | 2 | 1 | ..... | ..... | ..... | ..... |
| Total | ..... | ..... | 2 | 1 | ..... | ..... | ..... | ..... |



CHARACTERISTICS OF ROAD

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Ascending grades. | | | Descending grades. | | | |
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | Length of level line—miles. | Number. | Sum of ascents—feet. | Aggregate length of ascending grades—miles. | Number. | Sum of descents—feet. | Aggregate length of descending grades—miles. |
| Albert Lea, Minn | Angus, Iowa | 151.1 | 141 | 22 | 129.1 | 40.51 | 360 | 1,461.36 | 51.29 | 324 | 1,501.2 | 55.37 |

### CHARACTERISTICS OF ROAD.

BRIDGES:

| | |
|---|---|
| Number iron | 9 |
| Number wooden | 4 |
| Number combination in Iowa, 6 | 6 |

TRESTLES:

| | |
|---|---|
| Number in Iowa, 99 | 272 |
| Aggregate length in Iowa, 10,966 | 26,389 |

GAUGE OF TRACK:
Four feet and eight and one half inches.

### QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock yards, or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs:
St. Paul freight station, round-house and track facilities belong to St. Paul & Northern Pacific Railway.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic:
Western States Passenger Association and Northwestern Freight Association.

The cost and actual present cash value of road and equipment including permanent way, buildings and rolling-stock, all real estate used exclusively in operating the road, and all fixtures and conveniences for transacting its business:
The Receiver has no information enabling him to answer the first question, and no human being can answer the second.

The average amount of tonnage that can be carried on your road in Iowa by an engine of given weight:
About seven times the weight of engine.

MINNEAPOLIS & ST. LOUIS RAILWAY,
OFFICE OF THE AUDITOR.
MINNEAPOLIS, MINN., October 16, 1889.

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

DEAR SIR—Replying to your favor of the 12th inst.: Under advice of counsel the Receiver of the Minneapolis & St. Louis Railway respectfully declines to furnish the information called for.

Yours truly,

R. G. BROWN,
*Auditor, for the Receiver.*

STATE OF MINNESOTA, } ss.
COUNTY OF HENNEPIN. }

We, the undersigned, W. H. Truesdale, Receiver, and R. G. Brown, Auditor for the Receiver, of the Minneapolis & St. Louis Railway, on our oath, do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said railway; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said railway in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said railway during the period for which said return is made.

(Signed) W. H. TRUESDALE,
*Receiver.*
R. G. BROWN,
*Auditor.*

Subscribed and sworn to before me this 13th day of September, 1889.

[SEAL.] HOWARD S. ABBOTT,
*Notary Public, Hennepin Co., Minn.*

# ANNUAL REPORT

OF THE

# MASON CITY & FORT DODGE RAILROAD COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

### HISTORY.

Name of common carrier making this report;
Mason City & Fort Dodge Railroad Company.

Date of organization:
May 23, 1881.

Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:
State of Iowa.

If a consolidated company, name the constituent companies? Give reference to charters of each, and all amendments of same:
Not a consolidated company.

Date and authority for each consolidation:
Not consolidated.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized:
Not reorganized.

## ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| J. J. Hill | St. Paul, Minnesota | Third Tuesday, May, 1895 |
| D. C. Shepard | St. Paul, Minnesota | Third Tuesday, May, 1890 |
| Hamilton Browne | Fort Dodge, Iowa | Third Tuesday, May, 1890 |
| W. A. Stephens | St. Paul, Minnesota | Third Tuesday, May, 1890 |
| E. P. Hickey | St. Paul, Minnesota | Third Tuesday, May, 1890 |

Total number of stockholders at date of last election:
Eight.

Date of last meeting of stockholders for election of directors:
May 21, 1889.

Give post-office address of general office:
Fort Dodge, Iowa.

Give post-office address of operating office:
Mason City, Iowa.

## OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| President | Wm. A. Stephens | St. Paul, Minn., room 57, Manitoba Building. |
| Secretary and Treasurer | S. T. Meservey | Fort Dodge, Iowa. |
| Assistant Treasurer | C. C. Burdick | Mason City. |
| Cashier | R. W. Eager | Mason City. |
| Auditor | R. W. Eager | Mason City. |
| General Manager | C. C. Burdick | Mason City. |
| General Passenger Agent and General Ticket Agent | James H. Kelly | Mason City. |
| Superintendent of Telegraph | C. C. Burdick | Mason City. |



PROPERTY OPERATED.

| NAME. | TERMINALS. | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|
| Mason City & Fort Dodge Railroad | From Mason City, Iowa, to Lehigh, Iowa | 38.00 | |
| Mason City & Fort Dodge Railroad | From Carbon Junction, Iowa, to Coalville, Iowa | 3.00 | |
| Total mileage operated | | 02.00 | |
| Total mileage operated in Iowa | | 02.00 | |

## CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. | | DIVIDENDS DECLARED DURING YEAR. | |
|---|---|---|---|---|---|---|---|
| | | | | June 30, 1889. | Average for year. | Rate. | Amount. |
| CAPITAL STOCK— | | | | | | | |
| Common | $ 100.00 | $ 5,000,000.00 | $ 92,000.00 | | | | |
| Total | $ 100.00 | $ 5,000,000.00 | $ 92,000.00 | | | | |

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | PARTICULARS AND EXPLANATIONS. |
|---|---|---|---|
| ISSUED FOR CONSTRUCTION— | | | |
| Common | 9,200 | $ 92,000.00 | |
| Totals | 9,200 | $ 92,000.00 | |

| | | |
|---|---|---|
| Amount of stock per mile of road | | $ 10,000.00 |
| Amount of stock representing road in Iowa | | 10,000.00 |
| Amount of stock held in Iowa | | 100.00 |
| Total number of stockholders | 8 | |
| Number of stockholders in Iowa | 1 | |



## FUNDED DEBT.

### COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | INTEREST. | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Date of issue. | When due. | | | | Rate. | When payable. | Amount accrued during year. | Amount paid during year. | |
| First mortgage | July 1, 1886 | July 1, 1926 | $1,380,000.00 | $ 1,380,000.00 | $1,380,000.00 | 6 | Jan. and July. | $ 82,800.00 | $ | |
| Amount of funded debt representing road in Iowa | | | 1,380,000.00 | 1,380,000.00 | 1,380,000.00 | 6 | Jan. and July. | 82,800.00 | | |

### RECAPITULATION OF FUNDED DEBT.

| ACCOUNT. | Amount issued. | Amount outstanding. | INTEREST. | |
|---|---|---|---|---|
| | | | Amount accrued during year. | Amount paid during year. |
| Bonds | $ 1,380,000.00 | $ 1,380,000.00 | $ 82,800.00 | $ |
| Total | $ 1,380,000.00 | $ 1,380,000.00 | $ 82,800.00 | $ |

## CURRENT ASSETS AND LIABILITIES.

### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---|
| Cash | $ 4,000.39 |
| Bills receivable | 1,075.66 |
| Due from agents | 1,425.97 |
| Net traffic balances due from other companies | 2,006.74 |
| Due from solvent companies and individuals | 1,220.48 |
| Other cash assets | 50.00 |
| Balance—current liabilities | 297,446.91 |
| Total | $ 307,225.15 |

Materials and supplies on hand, $7,277.28

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | |
|---|---|
| Loans and bills payable | $ 53,177.59 |
| Audited vouchers and accounts | 1,778.85 |
| Wages and salaries | 3,027.12 |
| Net traffic balances due to other companies | 802.03 |
| Matured interest coupons unpaid | 248,400.00 |
| Miscellaneous | 48.66 |
| Total | $ 307,225.15 |



## RECAPITULATION.

### FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. To Railroads. | APPORTIONMENT. To other Properties. | AMOUNT PER MILE OF ROAD. Miles. | AMOUNT PER MILE OF ROAD. Amount. | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| Capital stock | $ 920,000.00 | $ | | 92 | $ 10,000.00 | |
| Bonds | 1,380,000.00 | | | 92 | 15,000.00 | |
| Total | $ 2,300,000.00 | $ | | 92 | $ 25,000.00 | |

### MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN INCOME ACCOUNT.

| NAME OF ROAD. | CAPITAL STOCK. | FUNDED DEBT. | CURRENT LIABILITIES. | TOTAL. | AMOUNT PER MILE OF ROAD. Miles. | AMOUNT PER MILE OF ROAD. Amount. |
|---|---|---|---|---|---|---|
| Mason City & Fort Dodge | $ 920,000.00 | $ 1,380,000.00 | $ 297,446.91 | $ 2,597,446.91 | 92 | $ 28,235.13 |
| Grand total for Iowa | $ 920,000.00 | $ 1,380,000.00 | $ 297,446.91 | $ 2,597,446.91 | 92 | $ 28,235.13 |

## PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. Included in operating expenses. | Not included in operating expenses. | Total expenditures. | Credits property and material sold. | Differences or net additions to property, etc. |
|---|---|---|---|---|---|
| CONSTRUCTION— | | | | | |
| Right of way | | $ 217.35 | | | $ 217.35 |
| Fences | | 497.05 | | | 497.05 |
| Grading and bridge and culvert masonary | | 570.14 | | | 570.14 |
| Bridges and trestles | | 520.68 | | | 520.68 |
| Buildings, furniture and fixtures | | 156.89 | | | 156.89 |
| Shop machinery and tools | | 186.08 | | | 186.08 |
| Engineering expenses | | 7.50 | | | 7.50 |
| Sidings and yard extensions | | 76.15 | | | 76.15 |
| Other items | | 207.55 | | | 207.55 |
| Total construction | | $ 2,439.39 | | | $ 2,439.39 |
| EQUIPMENT— | | | | | |
| Snow plows | | $ 256.22 | | | $ 256.22 |
| Total equipment | | $ 256.22 | | | $ 256.22 |
| *Grand total construction and equipment | | $ 2,695.61 | | | $ 2,695.61 |

## COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888.† | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| CONSTRUCTION— | | | | |
| Right of way | $ 1,835.39 | $ 217.35 | $ 2,052.74 | |
| Fences, road crossings and stock yards | 4,531.83 | 497.05 | 5,028.88 | |
| Grading, bridge and culvert masonary | 8,769.25 | 570.14 | 9,338.40 | |
| Bridges and trestles | 2,647.24 | 520.68 | 3,167.92 | |
| Rails | 6,779.36 | | 6,779.36 | |
| Ties | 1,854.46 | | 1,854.46 | |
| Other superstructure | 2,514.60 | | 2,514.60 | |
| Buildings, furniture and fixtures | 5,698.01 | 156.89 | 5,854.90 | |
| Shop machinery and tools | 1,658.98 | 186.08 | 1,845.06 | |
| Engineering expenses | 138.76 | 7.50 | 146.26 | |
| Sidings and yard extensions | 1,496.68 | 76.15 | 1,572.83 | |
| Other items | 1,883.57 | 207.55 | 2,041.12 | |
| Total construction | $ 39,758.42 | $ 2,439.39 | $ 42,197.81 | $ 458.66 |
| EQUIPMENT— | | | | |
| Locomotives | $ 1,504.70 | $ | $ 1,504.70 | |
| Passenger cars | 1,191.20 | | 1,191.20 | |
| Freight cars | 11,313.07 | | 11,313.07 | |
| Snow plow | 908.00 | 256.22 | 1,164.31 | |
| Total equipment | $ 14,917.06 | $ 256.22 | $ 15,173.28 | $ 158.05 |
| Grand total cost construction and equipment (All in Iowa) | $ 54,675.48 | $ 2,695.61 | $ 57,371.09 | $ 623.39 |

* All in Iowa.

†From November 20, 1886.

The company has not the information to enable it to answer these questions. The road was built and equipment furnished under contract, and both were paid for in the bonds and stocks of the company. The road was turned over by the contractors, November 20, 1886.



MASON CITY & FT. DODGE RAILROAD CO.,
AUDITING DEPARTMENT,
MASON CITY, October 29, 1889.

W. W. AINSWORTH, ESQ., *Sec'y Iowa Board of R. R. Com., Des Moines, Iowa:*

DEAR SIR—In reply to your letter of the 28th inst. I would say that in answer to the question on page 15, as I noted in the report, the road was built and equipment furnished by contract, and both paid for in stocks and bonds of the company, so the cost to the company was the amount of its stock, $920,000, and bonds, $1,380,000.

What the road cost contractors I am unable to tell.

The present cash value of the road and equipment I am utterly unable to estimate, but have referred your letter to the President, Mr. Stephens, whose reply I await.

Yours respectfully,

R. M. EAGER, *Auditor.*

## INCOME ACCOUNT.

(FOR ROADS MAKING OPERATING REPORTS.)

| | | |
|---|---|---|
| Gross earnings from operation | $ 82,241.89 | |
| Less operating expenses | 61,489.57 | |
| Income from operation | | $ 20,752.32 |
| Total income | | $ 20,752.32 |
| Deductions from income: | | |
| Interest on funded debt (accrued) | $ 82,800.00 | |
| Taxes | 9,150.63 | |
| Total deductions from income | | $ 91,950.63 |
| Deficit | | $ 71,207.31 |
| Deficit from operations of year ending June 30, 1889 | | $ 71,207.31 |
| Deficit on June 30, 1888 | | 161,501.23 |
| Deficit on June 30, 1889 | | $ 232,708.54 |

## EARNINGS FROM OPERATION.

| | | |
|---|---|---|
| PASSENGER— | | |
| Passenger revenue | $ 21,399.06 | |
| Total passenger revenue | | $ 21,399.06 |
| Mail | $ 3,786.26 | |
| Express | 587.80 | |
| Extra baggage and storage | 338.65 | 4,712.71 |
| Total passenger earnings | | $ 26,111.77 |
| FREIGHT— | | |
| Freight revenue | | $ 57,463.25 |
| Less repayments: | | |
| Overcharge to shippers | $ 1,377.13 | |
| Total deductions | | 1,377.13 |
| Total freight revenue | | $ 56,086.12 |
| Other items | | 44.00 |
| Total freight earnings | | $ 56,130.12 |
| Total passenger and freight earnings | | $ 82,241.89 |
| Total gross earnings from operation | | $ 82,241.89 |
| Total gross earnings from operation in Iowa | All. | |
| Operating expenses per mile of road | $ | 668.36 |
| Operating expenses per train mile | | .6086 |
| Proportion of operating expenses and taxes for Iowa, per cent | | 100 |
| Percentage of expenses to earnings | | 73.41 |
| Percentage of expenses and taxes to earnings | | 84.35 |
| Net earnings per train mile | | .2203 |
| Percentage of earnings to stock and debt | | .6316 |
| Percentage of earnings to cost of road and equipment | Not known. | |
| Deficit at the commencement of the year | | 164,585.90 |
| Deficit at the close of the year | | 235,593.21 |
| The amount of its own stock owned by the company | None. | |



## OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | $ 8,477.39 | $ 6,128.73 | $ 14,606.12 |
| Repairs of bridges and culverts | 525.75 | 380.10 | 905.85 |
| Repairs of fences, road-crossings, signs and cattle-guards | 123.80 | 96.74 | 220.54 |
| Repairs of buildings | 508.66 | 367.74 | 876.40 |
| Repairs of telegraph | 13.90 | 10.06 | 23.96 |
| Total | $ 9,659.50 | $ 6,983.37 | $ 16,642.87 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | $ 2,145.41 | $ 1,551.03 | $ 3,696.44 |
| Repairs and renewals of passenger cars | 1,004.59 | | 1,004.59 |
| Repairs and renewals of freight cars | | 3,090.13 | 3,090.13 |
| Shop machinery, tools, etc. | 27.46 | 19.89 | 47.35 |
| Total | $ 3,267.46 | $ 4,661.05 | $ 7,928.51 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of enginemen, firemen, and roundhousemen | $ 4,482.55 | $ 3,345.98 | $ 7,828.53 |
| Fuel for locomotives | 3,725.30 | 2,697.03 | 6,422.93 |
| Water-supply for locomotives | 656.26 | 475.22 | 1,131.48 |
| All other supplies for locomotives | 378.90 | 274.37 | 653.27 |
| Wages of other trainmen | 2,317.81 | 1,678.41 | 3,996.22 |
| All other train supplies | 44.09 | 31.93 | 76.02 |
| Expense of telegraph, including train dispatchers and operators | 1,278.11 | 925.54 | 2,203.65 |
| Wages of station agents, clerks and laborers | 2,477.16 | 1,793.80 | 4,270.96 |
| Station supplies | 198.10 | 143.46 | 341.56 |
| Car mileage—balance | 55.00 | 1,500.53 | 1,514.53 |
| Loss and damage | 238.60 | 573.37 | 811.97 |
| Injuries to persons | | 1,826.37 | 1,826.37 |
| Total | $ 15,851.88 | $ 12,096.55 | $ 27,948.43 |
| GENERAL EXPENSES— | | | |
| Salaries of officers | $ 2,664.70 | $ 1,929.61 | $ 4,594.31 |
| Salaries of clerks | 403.10 | 291.90 | 695.00 |
| General office expenses and supplies | 749.43 | 542.69 | 1,292.12 |
| Advertising | 263.19 | 190.58 | 453.77 |
| Legal expenses | 388.28 | 382.55 | 910.83 |
| Stationery, printing and advertising | 503.76 | 429.97 | 1,025.73 |
| Total | $ 5,202.46 | $ 3,767.30 | $ 8,969.76 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | $ 9,659.50 | $ 6,983.37 | $ 16,642.87 |
| Maintenance of equipment | 3,267.46 | 4,661.05 | 7,928.51 |
| Conducting transportation | 15,851.88 | 12,096.55 | 27,948.43 |
| General expenses | 5,202.46 | 3,767.30 | 8,969.76 |
| Grand total | $ 33,981.30 | $ 27,508.27 | $ 61,489.57 |
| Operating expenses in Iowa | 33,981.30 | 27,508.27 | 61,489.57 |
| Percentage of operating expenses to earnings | | | 73.41 |
| Percentage of operating expenses and taxes to earnings | | | 84.35 |

The division between passenger and freight traffic has been arrived at by taking 25 per cent of mixed trains as passenger and 75 per cent of mixed trains as freight, as prescribed in the instructions of the Board of Commissioners. This arbitrary division is not a just one in the case of this company.

## FENCING IN IOWA.

| | |
|---|---|
| How many miles of fencing have you on your road in Iowa? | None. |
| What is the average cost per mile? | None. |
| What is the total cost of same? | None. |
| How many miles of new fencing have you built during the year? | None. |
| Give the number of miles needed to complete your fencing in Iowa | 179 |

## GENERAL BALANCE SHEET.

### DEBIT.

| | | |
|---|---|---|
| *Cost of road | | $ 42,197.81 |
| *Cost of equipment | | 15,173.28 |
| Lands owned, common stock, par | 920,000.00 | |
| First mortgage bonds, par | 1,380,000.00— | 2,300,000.00 |
| OTHER ASSETS: | | |
| Materials and supplies | | 7,277.58 |
| Profit and loss | | 232,798.54 |
| Total | | $ 2,597,446.91 |

### CREDIT.

| | |
|---|---|
| Capital stock | $ 920,000.00 |
| Funded debt | 1,380,000.00 |
| Current liabilities | 297,446.91 |
| Total | $ 2,597,446.91 |

## CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

### RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| NET INCOME: | | |
| From operation | $ 20,752.32 | |
| Total | | $ 20,752.32 |
| INCREASE IN LIABILITIES: | | |
| Increase in current liabilities | | $ 72,695.91 |
| DECREASE IN ASSETS: | | |
| Other assets | | 3,018.58 |
| Grand total | | $ 96,466.81 |

### RESOURCES ACCOUNTED FOR.

| | | |
|---|---|---|
| FIXED CHARGES: | | |
| Taxes | $ 9,150.63 | |
| Total | | $ 9,150.63 |
| Other charges against net income | | 82,860.00 |
| BETTERMENTS TO PROPERTY: | | |
| Other permanent improvements | $ 2,439.39 | |
| Additional equipment | 256.22 | |
| Total | | $ 2,695.61 |
| MISCELLANEOUS: | | |
| Other expenditures | | $ 1,811.57 |
| Grand total | | $ 96,466.81 |

*This company's securities issued in payment for 92 miles completed and equipped line.



## CONTRACTS, AGREEMENTS, ETC.

### EXPRESS COMPANIES.

The American Express Company runs over the lines of this company between Mason City and Lehigh, paying one and one half first-class rates on all local and first-class rate on all through business, and fruits and vegetables.

### MAILS.

Have no contracts for transportation of mails. The government pays a specified rate per mile per annum, based on the average weight of mail carried.

### SLEEPING, PARLOR OR DINING CAR COMPANIES.

None.

### FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

None.

### OTHER RAILROAD COMPANIES.

None.

### STEAMBOAT OR STEAMSHIP COMPANIES.

None.

### TELEGRAPH COMPANIES.

With Western Union Telegraph Company to construct one line, and more when necessary. The railroad company to operate and keep same in repair. The gross receipts from all commercial business going to the telegraph company.

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | MILES. | Amount of mortgage per mile of line. |
|---|---|---|---|
| First mortgage bonds | From Mason City to Lehigh | 38.4 | $15,000.00 |
| | From Carlton Junction to Coalville | 3.5 | |



## EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers | 3 | $ 4,800.00 | |
| General office clerks | 2 | 720.00 | $ .98 |
| Station agents | 11 | 4,602.00 | 1.23 |
| Enginemen | 3 | 3,444.00 | 3.08 |
| Firemen | 3 | 2,205.84 | 2.45 |
| Conductors | 3 | 2,253.20 | 2.03 |
| Other trainmen | 4 | 1,573.16 | 1.26 |
| Machinists | 2 | 2,117.40 | 3.04 |
| Carpenters | 4 | 2,400.60 | 2.03 |
| Other shopmen | 11 | 5,368.44 | 1.57 |
| Section foremen | 15 | 8,340.00 | 1.54 |
| Other trackmen | 17 | 5,750.53 | 1.16 |
| Telegraph operators and dispatchers | 2 | 1,260.00 | 1.73 |
| Total | 80 | $ 45,425.93 | |
| DISTRIBUTION OF ABOVE— | | | |
| General administration | 5 | $ 5,619.90 | |
| Maintenance of way and structures | 23 | 16,054.03 | |
| Maintenance of equipment | 16 | 8,010.84 | |
| Conducting transportation | 26 | 15,740.20 | |
| Total | 80 | $ 45,425.93 | |

| | | |
|---|---|---|
| Number of employes in Iowa | | 80 |
| Amount paid employes in Iowa | $ | 45,425.93 |

## PASSENGER, FREIGHT AND TRAIN MILEAGE.

| | | | |
|---|---|---|---|
| PASSENGER TRAFFIC: | | | |
| Number of passengers carried earning revenue | 38,109 | | |
| Number of passengers carried one mile | 914,616 | | |
| Average distance carried, miles | 24 | | |
| Total passenger revenue | | $ | 21,360.66 |
| Average amount received from each passenger | | | .56.152 |
| Average receipts per passenger per mile | | | .02.539 |
| Estimated cost of carrying each passenger one mile | | | .03.715 |
| Passenger earnings per mile of road | | | 283.82.358 |
| Passenger earnings per train-mile | | | .44.523 |
| FREIGHT TRAFFIC: | | | |
| Number of tons carried of freight earning revenue | 71,727 | | |
| Number of tons carried one mile | 2,543,640 | | |
| Average distance haulage of one ton, miles | 35 | | |
| Total freight revenue | | | 56,086.15 |
| Average amount received for each ton of freight | | | .78.194 |
| Average receipts per ton per mile | | | .02.204 |
| Estimated cost of carrying one ton one mile | | | .01.081 |
| Freight earnings per mile of road | | | 610.17 |
| Freight earnings per train-mile | | | 1.32.40 |

| | | |
|---|---|---|
| PASSENGER AND FREIGHT: | | |
| Passenger and freight earnings | | $2,241.80 |
| Passenger and freight earnings per mile of road | | 842.23.021 |
| Expense per mile of road | | 668.36.480 |
| Total earnings per mile of road, including mails, express, etc. | | 803.03.350 |
| Number of passenger trains run | 631 | |
| Number of mixed trains run | 1,548 | |
| TRAIN MILEAGE: | | |
| Miles run by passenger trains | 44,508 | |
| Miles run by mixed trains | 56,526 | |
| Total mileage trains earning revenue | 101,034 | |
| Miles run by switching trains | None. | |
| Miles run by construction and other trains | None. | |
| Mileage of loaded freight cars—north or east | 123,407 | |
| Mileage of loaded freight cars—south or west | 58,614 | |
| Mileage of empty freight cars—north or east | 19,096 | |
| Mileage of empty freight cars—south or west | 83,543 | |
| Average number of freight cars in train | 9 | |
| Average number of loaded cars in train | 5 | |
| Average number of empty cars in train | 4 | |
| Average number of tons of freight in train | 60 | |
| Average number of tons of freight in each loaded car | 14 | |

Average number of tons in cars when shipped in car lots:

Average number of tons in cars when shipped in less than car lots:

What per cent does the local freight business of Iowa bear to the total freight business of the entire line?

What per cent does local freight business of Iowa bear to freight originating on your line in Iowa and passing outside the State?

What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?

What per cent does local freight business bear to freight moved across the State from points outside to points inside the State?

What per cent of freight received at each station on your road is local and what per cent inter-State?

What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?

What proportion of earnings is credited to each branch line of your road, on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?

Give the amount and kind of freight furnished by each branch line to your main line?

Same for passengers.

Entire line in Iowa. All business done locally and within the State.



## FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road—Whole tons. | Freight received from connecting roads and other carriers—Whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | 7,054 | 1 | 7,055 | 9.83 |
| Flour | 230 | 387 | 617 | .86 |
| Hay | 3,340 | ..... | 3,340 | 4.66 |
| Tobacco | 61 | ..... | 61 | .09 |
| Fruit and vegetables | 127 | 99 | 226 | .32 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | 1,478 | 11 | 1,489 | 2.07 |
| Butter and lard | 71 | ..... | 71 | .10 |
| PRODUCTS OF MINES— | | | | |
| Anthracite coal | 1 | 516 | 517 | .72 |
| Bituminous coal | 40,016 | 566 | 40,582 | 60.13 |
| Stone, sand, and other like articles | 947 | ..... | 947 | 1.32 |
| PRODUCTS OF FOREST— | | | | |
| Lumber | 808 | 3,298 | 4,106 | 5.72 |
| MANUFACTURES— | | | | |
| Petroleum and other oils | 56 | ..... | 56 | .08 |
| Iron, pig and bloom | 37 | 303 | 340 | .47 |
| Other castings and machinery | 11 | 23 | 34 | .05 |
| Cement, brick and lime | 740 | 153 | 893 | 1.24 |
| Wines, liquors and beers | ..... | 5 | 5 | .01 |
| MERCHANDISE— | 1,029 | 650 | 1,697 | 2.34 |
| MISCELLANEOUS— | | | | |
| Other commodities not mentioned above | 335 | 374 | 709 | .98 |
| Total tonnage | 65,341 | 6,385 | 71,727 | 100 |

## DESCRIPTION OF EQUIPMENT.

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. Number. | EQUIPPED WITH TRAIN BRAKE. Kind. | CARS FITTED WITH AUTOMATIC COUPLER. Number. | CARS FITTED WITH AUTOMATIC COUPLER. Kind. |
|---|---|---|---|---|---|---|
| LOCOMOTIVES— | | | | | | |
| Passenger | | 1 | 1 | Air-brake | | |
| Freight | | 3 | 3 | Hand-brake | | |
| Switching | | 1 | 1 | Hand-brake | | |
| Total | | 5 | 5 | | | |
| CARS IN PASSENGER SERVICE— | | | | | | |
| First-class passenger cars | | 2 | 2 | Air-brake | 1 | Miller. |
| Combination passenger cars | | 2 | 2 | Air-brake | 1 | Miller. |
| Total | | 4 | 4 | | 2 | |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Box cars | | 25 | 25 | Hand-brake | | |
| Stock cars | | 20 | 20 | Hand-brake | | |
| Coal cars | | 80 | 80 | Hand-brake | | |
| Total | | 125 | 125 | | | |
| CARS IN COMPANY'S SERVICE— | | | | | | |
| Caboose cars | | 1 | 1 | Hand-brake | | |
| Total | | 1 | 1 | | | |
| Total owned | | 135 | 135 | | | |
| Grand total | | 135 | 135 | | | |



## MILEAGE.

### A. MILEAGE OF ROAD OPERATED.

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary company. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track | 88.40 | 3.60 | | | | | 92.00 | | | |
| Miles of yard track, sidings and spurs | 5.70 | .46 | | | | | 6.16 | | | |
| Total mileage operated (all tracks) | 94.10 | 4.06 | | | | | 98.16 | | | |

### B. MILEAGE OF LINE BY STATES AND TERRITORIES.

#### I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary company. | Line operated under trackage rights. | Total mileage, including trackage rights. | New line constructed during year. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Iowa | 94.10 | 4.06 | | | | | 98.16 | | | |
| Total mileage owned (single track) | 94.10 | 4.06 | | | | | 98.16 | | | |

#### II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Iowa | 94.10 | 4.06 | | | | | 98.16 | | | |
| Total mileage operated (single track) | 94.10 | 4.06 | | | | | 98.16 | | | |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | Wood, cords—soft. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|
| Passenger | 2,164.71 | 58.76 | 2,194.09 | 76,858 | 28.13 |
| Freight | 1,564.98 | 42.49 | 1,586.22 | 55,565 | 23.96 |
| Total | 3,729.69 | 101.25 | 3,780.31 | 132,423 | 57.09 |
| Average cost at distributing point | $ 1.65 | $ 2.05 | | | |

ACCIDENTS TO PERSONS IN IOWA.

| KIND OF ACCIDENT. | EMPLOYES. | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN, AND WATCHMEN. | | OTHER EMPLOYES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling | | 4 | | | | | | 4 |
| Falling from trains and engines | | | | | | 1 | | 1 |
| Total | | 4 | | | | 1 | | 5 |



CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | | ALIGNMENT. | | PROFILE. | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| FROM— | TO— | MILES. | | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | Length of level line—miles. | Ascending grades. | | Descending grades. | |
| | | | | | | | | Number. | Sum of ascents—feet. | Number. | Sum of descents—feet. |
| Mason City | Lehigh | 88.40 | This company has not the data from which this statement can be compiled. | | | | | | | | |
| Carbon Junction | Coal Ville | 3.60 | | | | | | | | | |
| Total | | 92.00 | | | | | | | | | |

| Aggregate length of ascending grades—miles. | Aggregate length of descending grades—miles. |
|---|---|
| 76.858 | 33.13 |
| 55.565 | 23.96 |
| | |

CHARACTERISTICS OF ROAD IN IOWA—CONTINUED.

BRIDGES:

| | |
|---|---|
| Truss bridges | 3 |

TRESTLES:

| | |
|---|---|
| 18 one-bent 12-foot span culverts, feet | 216 |
| 21 one-bent 14-foot span culverts, feet | 294 |
| 70 consisting of more than one bent, feet | 8,015 |
| Aggregate length, feet | 8,525 |

GAUGE OF TRACK:

Four feet eight and one half inches.

TELEGRAPH:

Operated by Western Union Telegraph Company, 86 miles of line.
Operated by Western Union Telegraph Company, 86 miles of wire.

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic:

Western Freight Association.

Name all the companies commonly called fast freight lines, of which this road is a member, or which operate over the line of this road:

This company is a member of no fast freight lines, but hauls any lines' cars.

The cost and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business:

Cost from November 20, 1886, $57,371.09.

The average amount of tonnage that can be carried on your road in the State by an engine of given weight:

A 39-ton engine can haul 360 tons between Fort Dodge and Mason City, and 225 tons between Fort Dodge and Lehigh, including dead weight.

Section 4, chapter 77 of the laws of the Seventeenth General Assembly, says that the Railroad Commissioners shall, on the first Monday of December, make a report to the Governor, etc.

The tenth clause of the section says the report shall contain such statistics of the road and its transportion business for the year as may, in the judgment of the Commissioners, be necessary and proper for the information of the General Assembly, OR AS MAY BE REQUIRED BY THE GOVERNOR.

Under the provisions of this clause, the Governor has submitted questions contained in the following letter, which you will please answer:

STATE OF IOWA,
EXECUTIVE OFFICE, DES MOINES, August 5, 1889.

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

GENTLEMEN—I must again request that you obtain and incorporate into your next annual report the following information as to every railroad company doing business in this State, viz.:

1. The names of all persons who were stockholders on the 30th day of June, 1889; their place of residence, and the amount of stock owned by each.

2. The salary paid to its general officers, as President, Vice-president, Secretary, Treasurer, Auditor, General Manager and Assistants, Traffic Manager, General Freight Agent, General Solicitor, and Division Superintendents.



3. The average daily wages paid to its employes, as station agents, conductors, brakemen, engineers, firemen, flagmen, section men, etc.

4. The names of its regular attorneys in this State, the salary and other compensation of each; also the names of all other attorneys in the State retained by the road during the past year, and the retaining fee, per diem, or other compensation or emolument whatsoever received by each.

5. The number and total mileage of so-called one and two thousand mile tickets issued to persons in this State for other than cash compensations; also, whether the cash value of all mileage tickets is included in its report of gross receipts.

This information is of importance to the State as well as of great interest to the public. More publicity in the management of corporation affairs is necessary. It is a wise law that compels national banks to post up at their places of business a list of their stockholders; and there is certainly no good reason why the State and the public should not know who the owners of the railroads are that avail themselves of the State's franchises, do business under its laws and rely upon it for protection.

It is also essential that the mileage tickets issued by the various companies to editors, to its attorneys and to its employes, in lieu of other compensation, be reported to the State. There is reason to believe that it is the practice of some companies not to include the value of such mileage in their reports of total earnings, upon which the classification of railroads for the purpose of regulating their tariff is based.

You will please direct the attention of the various companies to the provisions of section 5, chapter 77, laws of the Seventeenth General Assembly; and should any of them fail to furnish the information required, I shall thank you to promptly report to me the names of such delinquents.

Yours truly,

WM. LARRABEE.

MASON CITY & FT. DODGE RAILROAD CO.,
MASON CITY, IOWA, NOV. 4, 1889.

W. W. AINSWORTH, ESQ., *Sec'y State Board R. R. Com., Des Moines, Iowa:*

DEAR SIR—Replying to your favor of October 12th, calling attention to our omission in answering first question of Governor Larrabee's letter, I give below the information requested, viz., list of stockholders, June 30, 1889:

| | |
|---|---|
| Jno. S. Kennedy, New York City | 2,338 shares. |
| D. C. Shepard, St. Paul, Minn | 383 shares. |
| D. W. James, New York City | 383 shares. |
| Samuel Thoma, New York City | 383 shares. |
| Jas. J. Hill, St. Paul, Minn | 2,641 shares. |
| W. A. Stephens, St. Paul, Minn | 1 share. |
| E. P. Hickey, St. Paul, Minn | 1 share. |
| Hamilton Browne, Ft. Dodge, Iowa | 1 share. |
| Total | 6,131 shares. |

Yours truly,

C. C. BURDICK, *General Manager.*

SALARIES OF OFFICERS.

| | | |
|---|---|---|
| President | None. | |
| Secretary | None. | |
| Treasurer | None. | |
| General Manager | $ | 2,500.00 |
| General Freight and Ticket Agent | | 1,200.00 |
| Auditor | | 1,200.00 |

WAGES PAID EMPLOYES.

See page 509.

ATTORNEYS IN IOWA.

No regular attorneys employed.
Jno. F. Duncombe, Ft. Dodge, retained during year.
A. N. Botsford, Ft. Dodge; James Martin, Lehigh; Nagle & Birdsall, Clarion; W. E. Bullard, Belmond. Transportation is the only retaining fee paid them.

MILEAGE TICKETS.

I. Six mileage books. II. Yes.

STATE OF IOWA,
COUNTY OF CERRO GORDO. } ss.

We, the undersigned, Chas. C. Burdick, Gen'l Manager, and Rob't W. Eager, Auditor and Cashier, of the Mason City & Ft. Dodge Railroad Company, on our oath do severally say, that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

(Signed) CHAS. C. BURDICK,
*General Manager.*

R. W. EAGER,
*Auditor and Cashier.*

Subscribed and sworn to before me this 13th day of September, 1889.
[SEAL.]

C. H. McNIDER,
*Notary Public.*

# ANNUAL REPORT

OF THE

# MISSISSIPPI RIVER RAILROAD & TOLL BRIDGE CO.,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

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### HISTORY.

Name of common carrier making this report:
Mississippi River Railroad & Toll Bridge Company.

Date of organization:
Incorporated, Illinois, November 9, 1886.

Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:
Under an act of Congress entitled "An act to organize the construction of a bridge and to establish the same as a post road," approved May 25, 1872, and has authority from the States of Iowa and Illinois to build such a bridge.

What carrier operates the bridge of this company:
Chicago, Santa Fe & California Railway Company.

### ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| W. B. Strong | Chicago, Illinois | May 5, 1890. |
| I. T. Burr | Not given in manual | May 5, 1890. |
| E. S. Washburn | Chicago, Illinois | May 5, 1890. |
| J. R. Morrison | Fort Madison, Iowa | May 5, 1890. |
| Chas. H. Peters | Fort Madison, Iowa | May 5, 1890. |

Total number of stockholders at date of last election:
Six.

Date of last meeting of stockholders for election of directors:
June 6, 1889.

Give post-office address of general office:
Chicago, Illinois.

Give post-office address of operating office:
Chicago, Illinois.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| President | W. B. Strong | Chicago, Illinois. |
| Secretary | Chas. S. Sweet | Chicago, Illinois. |
| Treasurer | D. L. Gallup | Chicago, Illinois. |
| Assistant Treasurer | G. L. Goodwin | Boston, Massachusetts. |
| Assistant Secretary | C. S. Tuckerman | Boston, Massachusetts. |
| Chief Engineer | A. A. Robinson | Topeka, Kansas. |
| Comptroller | J. P. Whitehead | Boston, Massachusetts. |
| Auditor | C. S. Sutton | Chicago, Illinois. |
| General Auditor | Jos. W. Reinhart | Boston, Massachusetts. |



PROPERTY OPERATED

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| | FROM— | TO— | | |
| Mississippi River Railroad & Toll Bridge Company | Bridge and approaches at Ft. Madison, Iowa | | | 61. |
| Total mileage operated | | | | 19. |
| Total mileage operated in Illinois | | | | 31. |
| Total mileage operated in Iowa | | | | 10. |

## CAPITAL STOCK

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. June 30, 1889. | MARKET PRICE OF SHARES. Average for the year. | DIVIDENDS DECLARED DURING YEAR. Rate. | DIVIDENDS DECLARED DURING YEAR. Amount. |
|---|---|---|---|---|---|---|---|
| CAPITAL STOCK— | | | | | | | |
| Common | $ 100.00 | $ 1,000,000.00 | $ 1,000,000.00 | No mar | ket value | | |
| Total | $ 100.00 | $ 1,000,000.00 | $ 1,000,000.00 | | | | |

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | PARTICULARS AND EXPLANATIONS. |
|---|---|---|---|
| ISSUED FOR CASH— | | | |
| Common | $ 10,000 | | The stock has been issued, and under the laws of the State of Illinois, is payable in such installments, and at such time or times, as shall be determined by the Directors or Managers. No installment has yet been called for. |



## FUNDED DEBT

### COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. Date of issue. | TIME. When due. | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | INTEREST. Rate. | INTEREST. When payable. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|---|---|---|---|---|---|
| First mortgage registered 6 per cent bond | Sept. 1, 1887 | Sept. 1, 1927 | $ 650,000.00 | $ 650,000.00 | $ 650,000.00 | $ 650,000.00 | 6 | Mar. and Sept. | $ | $ |

### RECAPITULATION OF FUNDED DEBT.

| ACCOUNT | Amount issued. | Amount outstanding. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|
| Bonds | $ 650,000.00 | $ 650,000.00 | $ | $ |
| Total | $ 650,000.00 | $ 650,000.00 | $ | $ |

## CURRENT ASSETS AND LIABILITIES.

### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | | |
|---|---|---|
| Cash | | |
| Due from solvent companies and individuals | $ | 119.78 |
| | | 50,267.94 |
| Total | $ | 50,387.72 |

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1880.

| | | |
|---|---|---|
| Audited vouchers and accounts | $ | 2,735.86 |
| Balance—cash assets | | 47,651.86 |
| Total | $ | 50,387.72 |



RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| | | To Bridge. | To other Properties. | Miles. | Amount. | |
| Capital stock | $ 1,000,000.00 | $ 1,000,000.00 | | | | |
| Bonds | 650,000.00 | 650,000.00 | | | | |
| Total | $ 1,650,000.00 | $ 1,650,000.00 | | | | |

## PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. Included in operating expenses. | Not. Included in operating expenses. | Total expenditures. | Credits, property and material sold. | Differences or adjustments to property, etc. |
|---|---|---|---|---|---|
| CONSTRUCTION— | | | | | |
| Bridges and trestles | ..... | 23,729.48 | ..... | 1,262.51 | 22,466.97 |
| Rails | ..... | 3,086.13 | ..... | ..... | 3,086.13 |
| Buildings, furniture and fixtures | ..... | 140.57 | ..... | ..... | 140.57 |
| Engineering expenses | ..... | 1,543.93 | ..... | 10.00 | 1,533.93 |
| Telegraph line | ..... | 609.25 | ..... | 272.46 | 336.79 |
| Other items | ..... | 817.02 | ..... | ..... | 817.02 |
| Total construction | ..... | 29,754.38 | ..... | 1,545.97 | 28,208.31 |
| *Grand total construction and equipment | ..... | 29,754.38 | ..... | 1,545.94 | 28,208.31 |

## COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888. | Net additions during year. | Total cost to June 30, 1888. | Cost per mile. |
|---|---|---|---|---|
| CONSTRUCTION— | | | | |
| Right of way, $1,500.00, and legal expenses, $218.85 | $ 1,718.85 | $ ..... | $ 1,718.85 | ..... |
| Grading $ 12,927.60 | | | | |
| Bridging 550,656.09 | 550,116.72 | 22,466.97 | 572,583.69 | ..... |
| Rails | 79.02 | 3,086.13 | 3,165.15 | ..... |
| Buildings, furniture and fixtures | 128.82 | 140.57 | 269.09 | ..... |
| Engineering expenses | 15,804.43 | 1,533.93 | 17,138.36 | ..... |
| Telegraph line | 1,768.23 | 392.79 | 2,161.02 | ..... |
| Other items | 4,404.06 | 817.02 | 5,311.98 | ..... |
| †Total construction | $ 574,139.83 | $ 28,208.31 | $ 602,348.14 | ..... |

## INCOME ACCOUNT.

(FOR ROADS MAKING OPERATING REPORTS.)

Operated by the Atchison, Topeka & Santa Fe Railroad Company as part of the through line between Chicago and Kansas City. The Atchison, Topeka & Santa Fe Railroad Company agreeing to pay the interest on first mortgage bonds, and all expenses and taxes incurred in the operation of the bridge.

* Total cost—Iowa proportion not obtainable.
† Total cost—Iowa proportion not obtainable.



## GENERAL BALANCE SHEET.

DEBIT.

| | |
|---|---|
| Cost of road | $ 602,348.14 |
| Cash and current assets | 47,651.86 |
| Total | $ 650,000.00 |

CREDIT.

| | |
|---|---|
| Funded debt | $ 650,000.00 |
| Total | $ 650,000.00 |

## CONTRACTS, AGREEMENTS, ETC.

Under an agreement dated July 1, 1888 (and which for convenience is stated here), between this company, the Sibley Bridge Company, A., T. & S. F. R. R. Co. (in Chicago the C., S. F. & C. R'y Co.) and the A., T. & S. F. R. R. Co., all of these properties are operated as one line by the Atchison, Topeka & Santa Fe Railroad Company.

For further information respecting which, see the report of the Chicago, Santa Fe & California Railway Company.

## SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT BRIDGE MORTGAGED. | Miles. | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|---|---|---|---|---|---|---|
| First mortgage registered 6 per cent bond. | Bridge and approaches, at Fort Madison, Iowa | .61 | | | | |



## MILEAGE.

### A. MILEAGE OF ROAD OPERATED.

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track | .61 | | | | | | | | | |
| Total mileage operated (all tracks) | .61 | | | | | | | | | |

### B. MILEAGE OF LINE BY STATES AND TERRITORIES.

#### I. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | New line constructed during year. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Illinois | .51 | | | | | | | | | |
| Iowa | .10 | | | | | | | | | |
| Total mileage operated (single track) | .61 | | | | | | | | | |

CHARACTERISTICS OF ROAD

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Ascending grades. | | | | Descending grades. | | | | |
| | FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | Length of level line—miles. | Number. | Sum of ascents—feet. | Aggregate length of ascending grades—miles. | Number. | Sum of descents—feet. | Aggregate length of descending grades—miles. |
| Mississippi River Railroad & Toll Bridge Company | | | 19 | | | | | | | | | | |
| Total | | | 19 | | | | | | | | | | |



CHARACTERISTICS OF ROAD—CONTINUED.

BRIDGES—
Number iron (draw bridge)..... 1

STATE OF MASSACHUSETTS, } ss.
COUNTY OF SUFFOLK. }

We, the undersigned, Joseph W. Reinhart, Fourth Vice-president, and C. S. Sutton, Auditor of the Mississippi River Railroad & Toll Bridge Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

J. W. REINHART,
*Fourth Vice-president.*

C. S. SUTTON,
*Auditor.*

Subscribed and sworn to before me this 19th day of November, 1889.

GEO. L. GOODWIN,
*Notary Public.*

[SEAL.]

# ANNUAL REPORT

OF THE

# CENTERVILLE, MORAVIA & ALBIA RAILROAD COMPANY,

(KEOKUK & WESTERN RAILROAD COMPANY, LESSEE,)

TO THE

# BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

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## HISTORY.

Name of common carrier making this report:
Centerville, Moravia & Albia Railroad Company.

If a consolidated company, name the constituent companies? Give reference to charters of each, and all amendments of same:
Under Receiver up to February, 1889, and then leased to Keokuk & Western Railroad Company by bondholders.

## ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| M. H. Gebhard<br>Russell Sage<br>T. M. Opdyke | New York | Committee for bondholders. |

Give post-office address of general office:
Keokuk, Iowa.

Give post-office address of operating office:
Keokuk, Iowa.

## OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| General Manager | K. & W. R. R., lessee | |



PROPERTY OPERATED.

| NAME. | TERMINALS. FROM— | TERMINALS. TO— | Miles of line for each Road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| Centerville, Moravia & Albia Railroad Company | Belay | Albia | 24.5 | 24.5 |
| Total mileage operated | | | 24.5 | 24.5 |
| Total mileage operated in Iowa | | | 24.5 | 24.5 |

## CURRENT ASSETS AND LIABILITES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | | |
|---|---|---|
| Cash | $ | 360.86 |
| Balance—current liabilities | | 9,121.65 |
| Total | $ | 9,482.51 |

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | | |
|---|---|---|
| Audited vouchers and accounts | $ | 9,386.63 |
| Net traffic balances due to other companies | | 95.88 |
| Total | $ | 9,482.51 |

KEOKUK & WESTERN RAILROAD COMPANY,
OFFICE OF AUDITOR AND ASSISTANT TREASURER,
KEOKUK, IOWA, October 24, 1889.

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

DEAR SIR—In reply to your favor of October 23: The Centerville, Moravia & Albia Railroad was leased to the Keokuk & Western Railroad by the bondholders. One of the conditions of the contract was, that the bondholders should pay all the taxes; so we have no record of taxes paid by the Centerville, Moravia & Albia Railroad for the year ending June 30, 1889. However, I will send you this information as soon as I can obtain it.

Yours truly,

J. F. ELDER,
*Auditor.*

## INCOME ACCOUNT.

(FOR ROADS MAKING OPERATING REPORTS.)

| | | | |
|---|---|---|---|
| Gross earnings from operation | $ | 12,532.45 | |
| Less operating expenses | | 12,918.84 | |
| Deficit | | | $ 386.39 |
| DEDUCTIONS FROM INCOME: | | | |
| Taxes for Iowa. (See letter.) | | | |
| Deficit on June 30, 1889 | | | $ 38658 |

(FOR ROADS NOT MAKING OPERATING REPORTS.)

| | | |
|---|---|---|
| Total taxes paid in Iowa | $ | 925.58 |



EARNINGS FROM OPERATION.

| | | | | |
|---|---|---|---|---|
| PASSENGER | $ | 4,004.81 | | |
| Passenger revenue | | | $ | 4,004.81 |
| Mail | $ | 961.29 | | |
| Express | | 825.00 | | |
| | | | | 1,786.29 |
| Total passenger earnings | | | $ | 6,691.10 |
| FREIGHT | $ | 5,841.35 | | |
| Total freight revenue | | | $ | 5,841.35 |
| Total gross earnings from operation | | | $ | 12,532.45 |
| Total gross earnings from operation in Iowa | | | | 12,532.45 |

| | | |
|---|---|---|
| Operating expenses per mile of road | $ | 527.80 |
| Operating expenses per train mile, per cent | | 43.4 |
| Proportion of operating expenses and taxes for Iowa (paid by bondholders) | | 1.03 |
| Percentage of expenses to earnings | | |
| Net earnings per train mile | Deficit. | |
| Percentage of earnings to stock and debt | No record. | |
| Percentage of earnings to cost of road and equipment | No record. | |
| Surplus at the commencement of the year | Deficit. | |
| Surplus at the close of the year | Deficit. | |

## OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | | | $ 2,381.86 |
| Repairs of bridges, culverts and buildings | | | 363.82 |
| Repairs of fences, road-crossings, signs, and cattle guards | | | 67.25 |
| Total | | | $ 2,812.95 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of engineemen, firemen, and roundhousemen | | | 1,990.14 |
| Fuel for locomotives and supplies | | | 1,686.77 |
| Water-supply for locomotives | | | 301.50 |
| Wages of other trainmen | | | 1,436.08 |
| All other train supplies | | | 575.11 |
| Wages of station agents, clerks, and laborers | | | 1,156.66 |
| Station supplies | | | 144.88 |
| Car mileage—balance | | | 58.47 |
| Loss and damage | | | 94.30 |
| Total | | | $ 7,365.81 |
| GENERAL EXPENSES— | | | |
| Salaries of officers | | | $ 567.24 |
| Salaries of clerks | | | 1,418.12 |
| Rentals not otherwise provided for | | | 733.37 |
| Stationery and printing | | | 21.35 |
| Total | | | $ 2,740.08 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | | | $ 2,812.95 |
| Conducting transportation | | | 7,365.81 |
| General expenses | | | 2,740.08 |
| Grand total | | | $ 12,918.84 |
| Operating expenses for Iowa | | | $ 12,918.84 |

## FENCING IN IOWA.

| | | |
|---|---|---|
| How many miles of fencing have you on your road in Iowa | | 6 |
| What is the average cost per mile | $ | 300.00 |
| What is the total cost of same | | 1,800.00 |
| How many miles of new fencing have you built during the year | None | |
| Give the number of miles needed to complete your fencing in Iowa | | 18.5 |



## RENTALS PAID

RENTS PAID FOR LEASE OF OTHER PROPERTY.

| DESIGNATION OF PROPERTY. | NAME OF COMPANY OWNING PROPERTY LEASED. | ITEM. | TOTAL. |
|---|---|---|---|
| TRACKS— | | | |
| Relay to Centerville | Keokuk & Western Railroad | $ 733.37 | $ 733.37 |
| Total | | | |

## GENERAL BALANCE SHEET.

### DEBIT.

| | | |
|---|---|---|
| Cash and current assets | $ 360.86 | |
| Profit and loss | 9,121.65 | |
| Total | | $ 9,482.51 |

### CREDIT.

| | | |
|---|---|---|
| Current liabilities | $ 9,482.51 | |
| Total | | $ 9,482.51 |
| Deficit for year | | $ 386.39 |

## CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

| | | |
|---|---|---|
| Operating expenses | $ 12,018.84 | |
| Rental | 733.37 | |
| Earnings | | $ 12,532.45 |

Balance sheet shows operation of road, February, 1886, to June 30, 1889.

## CONTRACTS, AGREEMENTS, ETC.

### EXPRESS COMPANIES.

Pacific Express Company between Relay and Albert Lea; pay $75.00 per month for privilege.

### MAILS.

For transportation of United States mails this company receives $32.20 per mile.

### TELEGRAPH COMPANIES.

Western Union Telegraph Company owns telegraph line, furnishes office instruments and receives revenue from commercial business. The wires are used by the railroad company for the transmission of its own business messages without charge.



## EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers | | $ 507.54 | $ |
| General office clerks | | 1,418.12 | |
| Station agents and operators | 3 | 1,003.66 | 1.16 |
| Other station men, mail carrier | 1 | 137.50 | .42 |
| Engineers | 1 | 1,279.50 | 3.00 |
| Firemen | 1 | 650.43 | 2.83 |
| Conductors | 1 | 807.65 | 2.26 |
| Other trainmen | 1 | 591.30 | 1.50 |
| Section foremen | 2 | 900.00 | 1.33 |
| Other trackmen | 2 | 796.40 | 1.10 |
| All other employes and laborers | 1 | 240.00 | .66 |
| Total | 14 | $ 8,454.40 | $ |
| DISTRIBUTION OF ABOVE— | | | |
| General administration | | 1,085.80 | |
| Maintenance of way and structures | | 1,006.40 | |
| Conducting transportation | | 4,472.64 | |
| Total | | $ 8,454.44 | $ |

| | | |
|---|---|---|
| Number of employes in Iowa | | 14 |
| Amount paid employes in Iowa | $ | 8,454.40 |

## PASSENGER, FREIGHT, AND TRAIN MILEAGE.

| | | | |
|---|---|---|---|
| PASSENGER TRAFFIC: | | | |
| Number of passengers carried earning revenue | 9,080 | | |
| Number of passengers carried one mile | 160,929 | | |
| Average distance carried, miles | 16.7 | | |
| Total passenger revenue | | $ | 4,004.81 |
| Average amount received from each passenger | | | .53.964 |
| Average receipts per passenger per mile | | | .02.064 |
| Passenger earnings per mile of road | | | 188.64 |
| Passenger earnings per train mile | | | .32.9 |
| FREIGHT TRAFFIC: | | | |
| Number of tons carried of freight earning revenue | 8,348 | | |
| Number of tons carried one mile | 166,960 | | |
| Average distance haul of one ton, miles | 20 | | |
| Total freight revenue | | $ | 5,841.35 |
| Average amount received for each ton of freight | | | .70 |
| Average receipts per ton per mile | | | .03.4 |
| Freight earnings per mile of road | | | 224.67 |
| Freight earnings per train mile | | | .39.3 |
| PASSENGER AND FREIGHT: | | | |
| Passenger and freight earnings | | $ | 10,746.16 |
| Passenger and freight earnings per mile of road | | | 413.31 |
| Expense per mile of road | | | 496.88 |
| Total earnings per mile of road, including mails, express etc. | | | 482.02 |
| Number of passenger trains | 573 | | |
| Number of mixed trains | 571 | | |

TRAIN MILEAGE:

| | |
|---|---|
| Miles run by passenger trains | 14,890 |
| Miles run by mixed trains | 14,850 |
| Total mileage trains earning revenue | 29,740 |
| Miles run by construction and other trains | 504 |
| Grand total train mileage | 30,244 |
| Mileage of loaded freight cars—north or east | 18,622 |
| Mileage of loaded freight cars—south or west | 12,415 |
| Mileage of empty freight cars—north or east | 4,792 |
| Mileage of empty freight cars—south or west | 7,129 |

Average number of tons in cars when shipped in car lots.
Fifteen tons.

Average number of tons in cars when in less than car lots.
Three tons.

What per cent does the local freight business of Iowa bear to total freight business of of the entire line?
Passenger, 63.2; freight, 65.8.

What per cent does local freight business of Iowa bear to freight originating on your line in Iowa and passing outside the State?
Passenger, 354.5; freight, 186.2.

What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?
Passenger, 345.5; freight, 211.

What per cent does local freight business bear to freight moved across the State from points outside to points inside the State?
Passenger, 345.5; freight, 211.

What per cent of freight received at each station on your road is local and what per cent inter-State?
Local passenger, 78; inter-State passenger, 22; freight, all local.

What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?
Entire line in Iowa.

What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?
Entire line in Iowa.

What proportion of earning is credited to Iowa, on business originating outside the State and destined to points within the State?
Entire line in Iowa.

What proportion of earnings is credited to each branch line of your road, on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?
No branches.

Give the amount and kind of freight furnished by each branch line to your main line.
No branches.



FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | 175 | 100 | 275 | 3.29 |
| Flour | ..... | 243 | 243 | 2.91 |
| Hay | 120 | ..... | 120 | 1.44 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | 136 | ..... | 136 | 1.63 |
| PRODUCTS OF MINES— | | | | |
| Bituminous coal | 1,652 | 1,392 | 3,044 | 36.00 |
| PRODUCTS OF FOREST— | | | | |
| Lumber | ..... | 802 | 802 | 9.60 |
| Ties | ..... | 2,586 | 2,586 | 30.83 |
| MANUFACTURES— | | | | |
| Petroleum and other oils | ..... | 25 | 25 | .29 |
| MERCHANDISE | 646 | 471 | 1,117 | 14.01 |
| Total tonnage | 2,729 | 5,619 | 8,348 | 100 |

MILEAGE.

A. MILEAGE OF ROAD OPERATED

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary company. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track | 24.5 | | | | | | 24.5 | | 24.5 | |
| Total mileage operated (all tracks) | 24.5 | | | | | | 24.5 | | 24.5 | |



CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | Wood, cords—hard. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|
| Passenger | 318 | 13 | | 14,800 | 43.35 |
| Freight | 608 | 19 | | 14,850 | 81.21 |
| Construction | 9 | 1 | | 594 | 35.71 |
| Total | 933 | 33 | | 30,244 | |
| Average cost at distributing point | $ 1.30 | $ 1.50 | | | |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Length of level line—miles. | Ascending grades. | | | Descending grades. | | | |
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | | Number. | Sum of ascents—feet. | Aggregate length of ascending grades—miles. | Number. | Sum of descents—feet. | Aggregate length of descending grades—miles. |
| Delay | Albia | 24.5 | 39 | 11.21 | 12.84 | 8.4 | 4 | 286 | (.01) | 4 | 290 | 8.75 |



CHARACTERISTICS OF ROAD—CONTINUED.

BRIDGES—
Number iron..... 1
Number wooden..... 9
Number combination..... 1

TRESTLES—
Aggregate length, feet..... 2,154

GAUGE OF TRACK—
Four feet and eight and one half inches.

What provision, if any, has been made by this road for the payment of its funded debt?
Do not know.

What station-houses, stock yards, or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs.
None.

The cost and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road, and all fixtures and conveniences for transacting its business.
No record.

The average amount of tonnage that can be carried on your road in the State by an engine of given weight:
Keokuk & Western engines, 250 tons.

Section 4, chapter 77 of the laws of the Seventeenth General Assembly, says that the Railroad Commissioners shall, on the first Monday of December, make a report to the said Governor, etc.

The tenth clause of the section says the report shall contain such statistics of the road and its transportation business for the year as may, in the judgment of the Commissioners, be necessary and proper for the information of the General Assembly, or AS MAY BE REQUIRED BY THE GOVERNOR.

Under the provisions of this clause, the Governor has submitted questions contained in the following letter, which you will please answer:

STATE OF IOWA,
EXECUTIVE OFFICE. DES MOINES, August 5, 1889.

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

GENTLEMEN—I must again request that you obtain and incorporate into your next annual report the following information as to every railroad company doing business in this State, viz.:

1. The names of all persons who were stockholders on the 30th day of June, 1889; their place of residence, and the amount of stock owned by each.

2. The salary paid to its general officers, as President, Vice-president, Secretary, Treasurer, Auditor, General Manager and Assistants, Traffic Manager, General Freight Agent, General Solicitor, and Division Superintendents.

3. The average daily wages paid to its employes, as station agents, conductors, brakemen, engineers, firemen, flagmen, section men, etc.

4. The names of its regular attorneys in this State, the salary and other compensation of each; also the names of all other attorneys in the State retained by the road during the past year, and the retaining fee, per diem, or other compensation or emolument whatsoever received by each.

5. The number and total mileage of so-called one and two thousand mile tickets issued to persons in this State for other than cash compensations; also, whether the cash value of all mileage tickets is included in its report of gross receipts.

This information is of importance to the State as well as of great interest to the public. More publicity in the management of corporation affairs is necessary. It is a wise law that compels national banks to post up at their places of business a list of their stockholders; and there is certainly no good reason why the State and the public should not know who the owners of the railroads are that avail themselves of the State's franchises, do business under its laws and rely upon it for protection.

It is also essential that the mileage tickets issued by the various companies to editors, to its attorneys and to its employes, in lieu of other compensation be reported to the State. There is reason to believe that it is the practice of some companies not to include the value of such mileage in their reports of total earnings, upon which the classification of railroads for the purpose of regulating their tariff is based.

You will please direct the attention of the various companies to the provisions of section 5, chapter 77, laws of the Seventeenth General Assembly; and should any of them fail to furnish the information required, I shall thank you to promptly report to me the names of such delinquents.

Yours truly,

WM. LARRABEE.

No record of list of stockholders.

Centerville, Moravia & Albia was operated by Keokuk & Wetern Railroad, and charged a proportion of salaries of Keokuk & Western officers.

Answer to second and third questions on page 557.

STATE OF IOWA, COUNTY OF LEE. } ss.

We, the undersigned, E. C. Goodrich, General Manager, and J. T. Elder, Assistant Treasurer, of the Centerville, Moravia & Albia Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

(Signed) A. C. GOODRICH,
*General Manager.*

J. T. ELDER,
*Assistant Treasurer and Auditor.*

Subscribed and sworn to before me this 12th day of October, 1889.

[SEAL.] EDMUND JAEGER,
*Notary Public, Lee county, Iowa.*

# ANNUAL REPORT

OF THE

# OMAHA & ST. LOUIS RAILWAY COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

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### HISTORY.

Name of common carrier making this report:
The Omaha & St. Louis Railway Company.

Date of organization:
Reorganization May 18, 1887.

Under laws of what government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:
Missouri.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized:
Formerly Omaha Division of St. Louis, Kansas City & Northern Railway; a Missouri corporation. In November, 1879, this company was consolidated with the Wabash Railway, becoming the Wabash, St. Louis & Pacific Railway Company; a corporation existing under laws of Missouri, Illinois, Indiana and Ohio.

## ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| John H. Beach | New York City | May, 1890. |
| James H. Smith | New York City | May, 1890. |
| George Warren Smith | New York City | May, 1890. |
| Charles G. Thompson | New York City | May, 1890. |
| Henry W. Eaton | New York City | May, 1890. |
| Edward W. Sheldon | New York City | May, 1890. |
| W. H. M. Pusey | Council Bluffs, Iowa | May, 1890. |

Total number of stockholders at date of last election:
Two hundred and thirty-four.

Date of last meeting of stockholders for election of directors:
May 14, 1889.

Give post-office address of general office:
Number 45 Wall Street, New York.

Give post-office address of operating office:
Council Bluffs, Iowa.

## OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| President | James H. Smith | 31 Nassau St., New York. |
| Vice-president | Henry W. Eaton | 31 Nassau St., New York. |
| Secretary | Edward W Sheldon | 45 Wall St., New York. |
| Treasurer | Chas. S. Smith | 45 Wall St., New York. |
| General Attorney | Theodore Sheldon | 99 Randolph St., Chicago. |
| Solicitor for Iowa | Theodore Sheldon | 99 Randolph St., Chicago. |
| Auditor | W. L. Bedison | Council Bluffs, Iowa. |
| General Manager | F. M. Gault | Council Bluffs, Iowa. |
| General Superintendent | A. E. Buchanan | Stanberry, Missouri. |
| Superintendent for Iowa | A. E. Buchanan | Stanberry, Missouri. |



## PROPERTY OPERATED.

| NAME. | TERMINALS. FROM— | TERMINALS. TO— | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| The Omaha & St. Louis Railway Company | Council Bluffs, Iowa | Pattonsburg, Missouri | 145 | |
| Total mileage operated | | | 145 | |
| Total mileage operated in Iowa | | | 67 | |

## CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. June 30, 1889. | MARKET PRICE OF SHARES. Average for year. | DIVIDENDS DECLARED DURING YEAR. Rate. | DIVIDENDS DECLARED DURING YEAR. Amount. |
|---|---|---|---|---|---|---|---|
| CAPITAL STOCK— | | | | | | | |
| Common | $ 100.00 | $ 2,313,000.00 | $ 2,313,000.00 | | $ | | |
| Preferred | 100.00 | 2,220,500.00 | 2,220,500.00 | | *25.00 | | |
| Total | | $ 4,533,500.00 | $ 4,533,500.00 | | | | |

*Last quotation

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | PARTICULARS AND EXPLANATIONS. |
|---|---|---|---|
| ISSUED FOR REORGANIZATION— | | | |
| Common | 23,130 | | In reorganization holders of Omaha division first mortgage bonds received for each $1,000.00 bond, $1,140.00 in new four per cent bonds, $960.00 in six per cent non-commutative preferred stock and $1,000.00 in common stock, which common stock is deposited in trust for three years. |
| Preferred | 22,205 | | |
| Totals | 45,335 | | |

| | | |
|---|---|---|
| Amount of stock per mile of road | $ | 31,265.52 |
| Amount of stock representing road in Iowa, shares | | 29,048 |
| Amount of stock held in Iowa, shares | | 1 |
| Total number of stockholders | | 234 |
| Number of stockholders in Iowa | | 1 |



## FUNDED DEBT.

### COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. Date of issue. | TIME. When due. | Amount of authorized issue. | Amount issued. | Amount outstanding. | INTEREST. Rate. | INTEREST. When payable. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|---|---|---|---|---|
| First mortgage 50 year gold bonds | 1887 | Jan. 1, 1937 | $2,717,000.00 | $2,717,000.00 | $2,717,000.00 | 4 | Jan. and July. | $ 108,680.00 | $ 107,800.00 |
| Total | | | $2,717,000.00 | $2,717,000.00 | $2,717,000.00 | | | $ 108,680.00 | $ 107,800.00 |

Funded debt representing road in Iowa, $1,255,441.37.

### RECAPITULATION OF FUNDED DEBT.

| ACCOUNT. | Amount issued. | Amount outstanding. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|
| Bonds | $ 2,717,000.00 | $ 2,717,000.00 | $ 108,680.00 | $ 107,800.00 |
| Total | $ 2,717,000.00 | $ 2,717,000.00 | $ 108,680.00 | $ 107,800.00 |

## CURRENT ASSETS AND LIABILITIES.

### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---|
| Cash | $ 38,341.12 |
| Due from agents | 11,025.27 |
| Net traffic balances due from other companies | 8,136.41 |
| Due from solvent companies and individuals | 14,493.29 |
| Other cash assets | 40,159.81 |
| Total | $ 112,155.90 |

Materials and supplies on hand, $28,103.74.

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | |
|---|---|
| Audited vouchers and accounts | $ 17,705.55 |
| Wages and salaries | 17,015.72 |
| Matured interest coupons unpaid | 56,940.00 |
| Rentals due July 1 | 1,013.77 |
| Total | $ 112,155.90 |



## RECAPITULATION.

### FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. To Railroads. | APPORTIONMENT. To other Properties. | AMOUNT PER MILE OF ROAD. Miles. | AMOUNT PER MILE OF ROAD. Amount. | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| Capital stock | $ 4,838,500.00 | $ 4,838,500.00 | | 145 | $ 31,265.52 | |
| Bonds | 2,717,000.00 | 2,717,000.00 | | | 18,730.345 | |
| Total | $ 7,250,500.00 | $ 7,250,500.00 | | 145 | $ 50,005.45 | |

### MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN INCOME ACCOUNT.

| NAME OF ROAD. | CAPITAL STOCK. | FUNDED DEBT. | CURRENT LIABILITIES. | TOTAL. | AMOUNT PER MILE OF ROAD. Miles. | AMOUNT PER MILE OF ROAD. Amount. |
|---|---|---|---|---|---|---|
| Omaha & St. Louis Railway Company | $ 4,838,500.00 | $ 2,717,000.00 | | $ 7,250,500.00 | 145 | $ 50,005.45 |
| Grand total | $ 4,838,500.00 | $ 2,717,000.00 | | $ 7,250,500.00 | 145 | $ 50,005.45 |
| Grand total for Iowa | $ 2,004,750.00 | $ 1,355,441.87 | | $ 3,360,231.03 | 67 | $ 50,005.45 |

## PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. Included in operating expenses. | Not included in operating expenses. | Total expenditures. |
|---|---|---|---|
| CONSTRUCTION— | | | |
| Fences | | $ 99.00 | |
| Grading and bridge and culvert masonry | | 99.00 | |
| Bridges and trestles | | 35,257.82 | |
| Ties | | 35,770.88 | |
| Other items | | 4,424.04 | |
| Total construction | | $ 75,051.70 | |

Expended for construction and equipment in Iowa, $34,956.30

## COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888. | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| CONSTRUCTION— | | | | |
| Reorganization | $ 7,250,500.00 | $ | $7,250,500.00 | $ 50,003.45 |
| Right of way | 622.80 | | 622.80 | 4.29 |
| Other real estate | 500.00 | | 500.00 | 3.45 |
| Fences | | 99.00 | 99.00 | .68 |
| Grading and bridge and culvert masonry | | 99.00 | 99.00 | .69 |
| Bridges and trestles | 10,796.71 | 35,257.82 | 46,055.53 | 317.62 |
| Ties | 5,981.60 | 35,770.88 | 44,752.48 | 308.64 |
| Other items | | 4,424.04 | 4,424.04 | 30.51 |
| Total construction | $ 7,271,401.11 | $ 75,051.70 | $7,347,032.81 | $ 50,669.33 |
| *EQUIPMENT— | | | | |
| Locomotives | | | | |
| Passenger cars | | | | |
| Sleeping, parlor and dining cars | | | | |
| Baggage, express and postal cars | | | | |
| Combination cars | | | | |
| Freight cars | | | | |
| Other cars of all classes | | | | |
| Floating equipment | | | | |
| Total equipment | | | | |
| Grand total construction and equipment | | | | |
| Grand total cost construction and equipment of road in Iowa | | $ 34,956.30 | $3,394,845.09 | $ 50,669.33 |

*Included in reorganization.



## INCOME ACCOUNT.

| | | |
|---|---|---|
| Gross earnings from operation | $ 455,509.20 | |
| Less operating expenses | 313,514.12 | |
| Income from operation | | $ 141,995.08 |
| Miscellaneous income, less expenses | | 72,393.72 |
| Total income | | $ 214,388.80 |
| Deductions from income: | | |
| Interest on funded debt accrued | $ 108,980.00 | |
| Rentals, including tracks, yards and terminals | 11,835.54 | |
| Taxes | 15,113.41 | |
| Other deductions, in Iowa, $7,300.78 | | |
| Total deductions from income | | $ 135,928.95 |
| Net income | | $ 78,759.85 |
| Surplus from operations of year ending June 30, 1889 | | 78,759.85 |
| Deficit on June 30, 1888 | | 30,274.65 |
| Surplus on June 30, 1889 | | $ 48,485.20 |

## EARNINGS FROM OPERATION.

| | | |
|---|---|---|
| PASSENGER— | | |
| Passenger revenue | | $ 107,211.09 |
| Less repayments: | | |
| Excess fares refunded | 67.32 | |
| Total deductions | | $ 67.32 |
| Total passenger revenue | | $ 107,143.77 |
| Mail | $ 14,342.40 | |
| Express | 9,168.97 | |
| Extra baggage and storage | 304.24 | |
| Other items | 420.00 | |
| Total | | $ 24,325.61 |
| Total passenger earnings | | $ 131,469.38 |
| FREIGHT— | | |
| Freight revenue | | $ 330,495.84 |
| Less repayments: | | |
| Overcharge to shippers | | 6,456.02 |
| Total freight revenue | | $ 324,039.82 |
| Total passenger and freight earnings | | $ 455,509.20 |
| Total gross earnings from operation | | $ 455,509.20 |
| Total gross earnings from operation in Iowa | | 210,476.66 |

| | |
|---|---|
| Operating expenses per mile of road | $ 216.22 |
| Operating expenses per train mile | .63.91 |
| Proportion of operating expenses and taxes for Iowa | 152,165.92 |
| Percentage of expenses to earnings | .68.8 |
| Net earnings per train mile | .28.04 |
| Percentage of gross earnings to stock and debt | .06 |
| Percentage of gross earnings to cost of road and equipment | .06 |
| Surplus at the commencement of the year, deficit | 30,274.65 |
| Surplus at the close of the year | 48,485.20 |
| The amount of its own stock owned by the company | None. |

## MISCELLANEOUS INCOME.

| ITEM. | Gross income. | Less expenses. | Net miscellaneous income. |
|---|---|---|---|
| Insurance | $ 276.12 | | |
| Cash from Receiver C. B. & St. L. R'y Co | 55,975.41 | | |
| Material C. B. & St. L. R'y Co | 16,142.19 | | |
| Total | $ 72,393.72 | | |

## OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | $ 9,199.65 | $ 23,656.25 | $ 32,855.90 |
| Renewals of ties | 112.10 | 288.28 | 400.38 |
| Repairs of bridges and culverts | 746.95 | 2,177.88 | 3,024.83 |
| Repairs of fences, road-crossings, signs and cattle-guards | 537.64 | 1,382.47 | 1,920.11 |
| Repairs of buildings | 753.35 | 1,939.19 | 2,692.54 |
| Repairs of telegraph | 27.48 | 70.63 | 98.11 |
| Other expenses | 57.23 | 147.17 | 204.40 |
| Total | $ 11,534.40 | $ 29,659.87 | $ 41,194.27 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | $ 5,363.22 | $ 15,919.97 | $ 21,283.19 |
| Repairs and renewals of passenger cars | 1,945.84 | | 1,945.84 |
| Repairs and renewals of freight cars | | 13,137.54 | 13,137.54 |
| Shop machinery, tools, etc. | 613.74 | 1,578.18 | 2,191.92 |
| Other expenses | 11.65 | 29.97 | 41.62 |
| Total | $ 7,934.45 | $ 30,665.76 | $ 38,600.21 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of enginemen, firemen, and roundhousemen | $ 10,113.09 | $ 27,065.68 | $ 37,178.77 |
| Fuel for locomotives | 16,049.87 | 42,549.86 | 58,599.73 |
| Water-supply for locomotives | 1,435.09 | 3,691.77 | 5,127.46 |
| All other supplies for locomotives | 670.39 | 1,798.16 | 2,468.55 |
| Wages of other trainmen | 4,882.83 | 25,822.75 | 28,705.28 |
| All other train supplies | 1,735.56 | 4,474.10 | 6,209.66 |
| Wages of switchmen, flagmen and watchmen | 1,766.08 | 4,541.35 | 6,307.43 |
| Expense of telegraph, including train dispatchers and operators | 1,921.44 | 4,940.88 | 6,862.32 |
| Wages of station agents, clerks and laborers | 7,090.05 | 18,231.55 | 25,321.60 |
| Station supplies | 835.28 | 2,147.85 | 2,983.13 |
| Switching, charges—balance | | 1,450.32 | 1,450.32 |
| Car mileage—balance | 3,362.46 | 1,855.05 | 5,217.51 |
| Loss and damage | 14.00 | 1,197.13 | 1,211.13 |
| Injuries to persons | 254.42 | 711.50 | 965.92 |
| Other expenses | 1,754.53 | 4,511.92 | 6,266.55 |
| Total | $ 51,855.51 | $ 142,980.87 | $ 194,855.40 |



## OPERATING EXPENSES—CONTINUED.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| GENERAL EXPENSES— | | | |
| Salaries of officers | $ 2,264.36 | $ 5,822.64 | $ 8,087.00 |
| Salaries of clerks | 2,000.00 | 5,143.08 | 7,143.17 |
| General office expenses and supplies | 156.25 | 401.78 | 558.03 |
| Agencies, including salaries and rent | | 32.25 | 32.25 |
| Advertising | 7.57 | 19.47 | 27.04 |
| Commissions | 1,998.58 | 900.97 | 2,899.54 |
| Insurance | 367.34 | 944.60 | 1,311.94 |
| Rentals not otherwise provided for | 1,728.00 | | 1,728.00 |
| Legal expenses | 1,093.93 | 4,278.67 | 5,372.60 |
| Stationery and printing | 1,685.28 | 4,333.58 | 6,018.86 |
| Other general expenses | 1,425.83 | 3,668.08 | 5,093.91 |
| Total | $ 13,298.23 | $ 25,566.01 | $ 38,864.24 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | $ 11,534.40 | $ 29,659.87 | $ 41,194.27 |
| Maintenance of equipment | 7,934.45 | 30,665.76 | 38,600.21 |
| Conducting transportation | 51,855.51 | 142,980.87 | 194,855.40 |
| General expenses | 13,298.23 | 25,566.01 | 38,864.24 |
| Grand total | $ 84,622.61 | $ 228,881.51 | $ 313,514.12 |
| Operating expenses in Iowa | $ 39,106.10 | $ 105,739.04 | $ 144,865.14 |
| Percentage of operating expenses to earnings | 68.08 | | |

## FENCING IN IOWA.

| | |
|---|---|
| How miles of fencing have you on your road in Iowa | 58 |
| How many miles of fencing have you built during the year | None. |
| Give the number of miles needed to complete your fencing in Iowa | None. |

## RENTALS PAID.

RENTS PAID FOR LEASE OF OTHER PROPERTY.

| DESIGNATION OF PROPERTY. | SITUATION OF PROPERTY LEASED. | NAME OF COMPANY OWNING PROPERTY LEASED. | ITEM. | TOTAL. |
|---|---|---|---|---|
| TRACKS— | | | | |
| Stock yards track | Council Bluffs, Iowa | C., B. & Q. R. R. Co. | $ 225.50 | |
| Main line | Council Bluffs, Iowa | C., M. & St. P. R'y Co. | 1,200.00 | |
| Total | | | | $ 1,425.50 |
| TERMINALS— | | | | |
| Union passenger depot | Council Bluffs, Iowa | Union Pacific R'y Co. | 4,400.04 | |
| Union transfer depot | Council Bluffs, Iowa | Union Pacific R'y Co. | 6,000.00 | |
| Total | | | | 10,400.04 |
| Total rentals | | | | $ 11,825.54 |



## GENERAL BALANCE SHEET.

### DEBIT.

| | | |
|---|---|---|
| Cost of road | $ 7,347,052.81 | |
| Cash and current assets | 71,996.09 | |
| OTHER ASSETS: | | |
| Materials and supplies | 28,103.74 | |
| Sundries | 40,159.81 | |
| Total | | $ 7,487,312.45 |

### CREDIT.

| | | |
|---|---|---|
| Capital stock | $ 4,533,500.00 | |
| Funded debt | 2,717,000.00 | |
| Current liabilities | 37,434.44 | |
| Accrued interest on funded debt, not yet payable | 54,340.00 | |
| Permanent improvements | 96,552.81 | |
| Profit and loss | 48,485.20 | |
| Total | | $ 7,487,312.45 |

## CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

### RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| NET INCOME: | | |
| From operation | $ 141,995.08 | |
| From other sources | 72,393.72 | |
| Total | | $ 214,388.80 |
| INCREASE IN LIABILITIES: | | |
| Sale of bonds | | 80,180.00 |
| Increase in current liabilities | | 3,197.39 |
| Grand total | | $ 297,766.19 |

### RESOURCES ACCOUNTED FOR.

| | | |
|---|---|---|
| FIXED CHARGES: | | |
| Interest on funded debt paid | $ 107,800.00 | |
| Rentals | 11,825.54 | |
| Taxes | 15,113.41 | |
| Total | | $ 134,748.95 |
| BETTERMENTS TO PROPERTY: | | |
| Other permanent improvements | $ 75,651.70 | |
| Total | | $ 75,651.70 |
| INCREASE IN ASSETS: | | |
| Cash on hand | $ 19,043.44 | |
| Cash assets | 4,375.29 | |
| Other assets | 40,159.81 | |
| Total | | $ 63,578.54 |
| MISCELLANEOUS: | | |
| Discount on bonds sold | $ 23,787.00 | |
| Total | | $ 23,787.00 |
| Grand total | | $ 297,766.19 |

## IMPORTANT CHANGES DURING THE YEAR.

All important financial changes:

| | |
|---|---|
| Sold betterment bonds | $ 80,180.00 |
| Discount on same | 23,787.00 |
| | $ 56,393.00 |

## CONTRACTS, AGREEMENTS, ETC.

### EXPRESS COMPANIES.

Pacific Express Company pays one and six sevenths first-class freight rates on all business hauled by them; do all kinds of business usually done in car on passenger train.

### MAILS.

United States Government pay $3,585.60 per quarter; use part of one car once each way daily.

### SLEEPING, PARLOR OR DINING CAR COMPANIES.

Pullman Palace Car Company runs sleeper. They have all the revenue and keep car in repair. Railroad Company pays any damage done car, and three cents per mile for use of same; also, supply oil and fuel.

### OTHER RAILROAD COMPANIES.

Have through billing arrangements with Wabash Railroad and Chicago, St. Paul & Kansas City Railway Company. Revenue divided on mileage basis.

### TELEGRAPH COMPANIES.

Western Union Telegraph Company owns telegraph, Railroad Company furnish operators and keep line in repair. Railroad business free.



SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATIONS. | WHAT ROAD MORTGAGED. | Miles. | Amount of mortgage per mile of line. | What equipment mortgaged. |
|---|---|---|---|---|
| First mortgage 4 per cent 50 year gold bond | Omaha & St. L. R'y Co., from Council Bluffs, Iowa, to Pattonsburg, Missouri | 145 | $ 18,757.36 | All. |

## EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers | 3 | $ 7,800.00 | $ |
| General office clerks | 10 | 7,462.07 | 2.50 |
| Station agents | 28 | 19,657.22 | 1.66 |
| Other station men | 13 | 6,463.20 | 1.36 |
| Engineers | 18 | 20,544.66 | 5.35 |
| Firemen | 18 | 11,555.36 | 3.00 |
| Conductors | 13 | 11,964.81 | 3.69 |
| Other trainmen | 33 | 17,371.53 | 2.73 |
| Machinists | 8 | 6,510.40 | 2.60 |
| Carpenters | 2 | 1,565.00 | 2.50 |
| Other shopmen | 71 | 29,501.47 | 1.59 |
| Section foremen | 24 | 13,320.60 | 1.52 |
| Other trackmen | 56 | 19,240.80 | 1.10 |
| Switchmen, flagmen and watchmen | 10 | 7,320.00 | 2.01 |
| Telegraph operators and dispatchers | 7 | 4,872.05 | 1.91 |
| Employes—account floating equipment | 23 | 15,225.44 | 2.21 |
| All other employes and laborers | 11 | 5,291.57 | 1.71 |
| Total | 348 | $ 206,411.53 | |
| DISTRIBUTION OF ABOVE: | | | |
| General administration | | $ 15,200.07 | |
| Maintenance of way and structures | | 32,600.80 | |
| Maintenance of equipment | | 16,030.47 | |
| Conducting transportation | | 129,549.05 | |
| Permanent improvements | | 15,025.44 | |
| Total | | $ 206,411.53 | |

| | | |
|---|---|---|
| Number of employes in Iowa | | 144 |
| Amount paid employes in Iowa | $ | 91,418.32 |

## PASSENGER, FREIGHT, AND TRAIN MILEAGE.

| | | | |
|---|---|---|---|
| PASSENGER TRAFFIC: | | | |
| Number of passengers carried earning revenue | 88,102 | | |
| Number of passengers carried one mile | 4,306,296 | | |
| Average distance carried, miles | 48.87 | | |
| Total passenger revenue | | $ | 107,143.77 |
| Average amount received from each passenger | | | 1.21.6 |
| Average receipts per passenger per mile | | | .02.488 |
| Estimated cost of carrying each passenger one mile | | | .01.993 |
| Passenger earnings per mile of road | | | 743.536 |
| Passenger earnings per train mile | | | .95.7 |
| FREIGHT TRAFFIC: | | | |
| Number of tons carried of freight earning revenue | 387,053 | | |
| Number of tons carried one mile | 42,371,373 | | |
| Average distance haul of one ton, miles | 109.47 | | |
| Total freight revenue | | $ | 324,039.82 |
| Average amount received for each ton of freight | | | .83.71 |
| Average receipts per ton per mile | | | .7647 |
| Estimated cost of carrying one ton one mile | | | .5402 |
| Freight earnings per mile of road | | | 2,248.71 |
| Freight earnings per train mile | | | 1.14 |



| | | |
|---|---|---|
| PASSENGER AND FREIGHT: | | |
| Passenger and freight earnings | $ | 431,183.59 |
| Passenger and freight earnings per mile of road | | 2,992.25 |
| Expense per mile of road | | 2,175.67 |
| Total earnings per mile of road, including mails, express, etc | | 3,161.06 |
| TRAIN MILEAGE: | | |
| Miles run by passenger trains | 111,950 | |
| Miles run by freight trains | 286,579 | |
| Total mileage trains earning revenue | 398,529 | |
| Miles run by switching trains | 89,658 | |
| Miles run by construction and other trains | 2,352 | |
| Grand total train mileage | 490,539 | |
| Mileage of loaded freight cars—north or east | 1,942,786 | |
| Mileage of loaded freight cars—south or west | 1,199,915 | |
| Mileage of empty freight cars—north or east | 399,698 | |
| Mileage of empty freight cars—south or west | 1,177,441 | |
| Average number of freight cars in train | 17.8 | |
| Average number of loaded cars in train | 11.86 | |
| Average number of empty cars in train | 5.94 | |
| Average number of tons of freight in train | 147.8 | |
| Average number of tons of freight in each loaded car. | 12.46 | |

Average number of tons in cars when shipped in car lots.

Average number of tons in cars when shipped in less than car lots.

What per cent does local freight business of Iowa bear to freight originating on your line in Iowa and passing outside the State?

What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?

What per cent does local freight business bear to freight moved across the State from points outside to points inside the State?

What per cent of freight received at each station on your road is local and what per cent inter-State?

What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?

What proportion of earnings is credited to each branch line of your road on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?

Give the amount and kind of freight furnished by each branch line to your main line.

Same for passengers.

Give the amount and kind of freight furnished by each branch line to your main line.

Same for passengers.

Our statistics are not kept in such a way as to enable us to answer the above questions.

## FREIGHT HAULED IN IOWA.

| COMMODITY. | Originating on this line. | Received from connecting line. | Total tons. | Per cent. |
|---|---|---|---|---|
| Grain | 33,815 | 57,366 | 91,181 | 26.59 |
| Flour | 119 | 440 | 559 | .17 |
| Hay | ..... | 871 | 871 | .26 |
| Fruits and vegetables | 75 | 1,947 | 2,022 | .60 |
| Live stock | 14,429 | 750 | 15,179 | 4.53 |
| Packing-house products | 432 | 5,048 | 5,480 | 1.61 |
| Anthracite coal | ..... | 17,760 | 17,760 | 5.31 |
| Bituminous coal | ..... | 115,339 | 115,823 | 34.57 |
| Stone and sand | 97 | 941 | 1,038 | .31 |
| Cement, brick and lime | ..... | 3,560 | 3,560 | 1.06 |
| Lumber and wood | 5,718 | 21,231 | 26,949 | 8.04 |
| Oil | ..... | 1,284 | 1,284 | .38 |
| Castings | ..... | 12,189 | 12,189 | 3.64 |
| Agricultural implements | ..... | 700 | 700 | .21 |
| Wagons | ..... | 1,207 | 1,207 | .36 |
| Salt | ..... | 482 | 482 | .14 |
| Merchandise | 5,790 | 18,134 | 33,924 | 10.13 |
| Beer and liquors | ..... | 3,802 | 3,802 | 1.13 |
| Total | 60,475 | 274,363 | 335,038 | 100 |

## FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road. Whole tons. | Freight received from connecting roads and other carriers, whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | 51,340 | 58,407 | 109,756 | 28.35 |
| Flour | 780 | 439 | 1,225 | .31 |
| Hay | 643 | 228 | 871 | .23 |
| Fruit and vegetables | 1,701 | 2,046 | 3,857 | .99 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | 19,578 | 2,940 | 22,518 | 5.81 |
| Other packing-house products | 432 | 5,948 | 6,380 | 1.65 |
| Poultry, game and fish | 251 | ..... | 251 | .07 |
| PRODUCTS OF MINES— | | | | |
| Anthracite coal | ..... | 18,386 | 18,386 | 4.75 |
| Bituminous coal | ..... | 119,444 | 119,444 | 30.86 |
| Stone, sand and other like articles | 117 | 921 | 1,038 | .27 |
| PRODUCTS OF FOREST— | | | | |
| Lumber and wood | 7,718 | 28,857 | 36,575 | 9.45 |
| MANUFACTURES— | | | | |
| Petroleum and other oils | ..... | 1,712 | 1,712 | .44 |
| Sugar | ..... | 1,057 | 1,057 | .27 |
| Other castings and machinery | ..... | 12,567 | 12,567 | 3.25 |
| Cement, brick and lime | 1,745 | 4,150 | 5,895 | 1.52 |
| Agricultural implements | 21 | 805 | 910 | .24 |
| Wagons, carriages, tools, etc | 23 | 1,324 | 1,347 | .35 |
| Wines, liquors, and beers | ..... | 3,882 | 3,882 | 1.00 |
| Salt | 7,764 | 30,534 | 38,298 | 9.90 |
| Total tonnage | 92,218 | 294,805 | 387,053 | 100 |



## DESCRIPTION OF EQUIPMENT

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. Number. | Kind. | CARS FITTED WITH AUTOMATIC COUPLER. Number. | Kind. |
|---|---|---|---|---|---|---|
| LOCOMOTIVES— | | | | | | |
| Passenger | ..... | 3 | 3 | ..... | ..... | ..... |
| Freight | ..... | 10 | 10 | ..... | ..... | ..... |
| Switching | ..... | 2 | 2 | ..... | ..... | ..... |
| Total | ..... | 15 | 15 | ..... | ..... | ..... |
| CARS IN PASSENGER SERVICE— | | | | | | |
| First-class passenger cars | ..... | 9 | ..... | ..... | ..... | ..... |
| Second-class passenger cars | ..... | 12 | ..... | ..... | ..... | ..... |
| Combination passenger cars | ..... | 1 | ..... | ..... | ..... | ..... |
| Baggage, express and postal cars | ..... | 5 | ..... | ..... | ..... | ..... |
| Other cars in passenger service | ..... | 4 | ..... | ..... | ..... | ..... |
| Total | ..... | 21 | ..... | ..... | ..... | ..... |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Box cars | ..... | 395 | ..... | ..... | ..... | ..... |
| Stock cars | ..... | 92 | ..... | ..... | ..... | ..... |
| Coal and flat cars | ..... | 145 | ..... | ..... | ..... | ..... |
| Total | ..... | 632 | ..... | ..... | ..... | ..... |
| CARS IN COMPANY'S SERVICE— | | | | | | |
| Caboose cars | ..... | 10 | ..... | ..... | ..... | ..... |
| Total | ..... | 10 | ..... | ..... | ..... | ..... |
| Total owned | ..... | 678 | ..... | ..... | ..... | ..... |

## MILEAGE.

### A. MILEAGE OF ROAD OPERATED.

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | Line operated under track age rights. | New line constructed during year. | Total mileage operated. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track | 145 | | | | | | | 145 | | 145 |
| Miles of yard track, sidings and spurs | | | | | | | | 20.7 | | |
| Total mileage operated (all tracks) | 145 | | | | | | | 165.7 | | 145 |

### B. MILEAGE OF LINE BY STATES AND TERRITORIES.

#### 1. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | Line operated under track age rights. | New line constructed during year. | Total mileage, exclusive of trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Missouri | 78 | | | | | | | 78 | | 78 |
| Iowa | 67 | | | | | | | 67 | | 67 |
| Total mileage owned (single track) | 145 | | | | | | | 145 | | 145 |



## RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. Kind | Tons. | Weight per yard, lbs. | Average price per ton at distributing point. | NEW TIES LAID DURING YEAR. Kind. | Number. | Average price at distributing point. |
|---|---|---|---|---|---|---|
| Iron | | | | White oak* | 73,000 | $ .40 |
| Total iron | | | | Total | 73,000 | $ .40 |

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | WOOD—CORDS. Hard. | Soft. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|---|
| Passenger | 4,508 | | 123 | 4,999 | 111,950 | 79 |
| Freight | 14,158 | | 415 | 14,566 | 386,579 | 100 |
| Switching | 1,558 | | 10 | 1,535 | 89,658 | 34 |
| Total | 19,724 | | 548 | 19,998 | 488,187 | 80.8 |

## ACCIDENTS TO PERSONS IN IOWA.

| KIND OF ACCIDENT. | EMPLOYES. TRAINMEN. Killed. | TRAINMEN. Injured. | SWITCHMEN, FLAGMEN AND WATCHMEN. Killed. | SWITCHMEN, FLAGMEN AND WATCHMEN. Injured. | OTHER EMPLOYES. Killed. | OTHER EMPLOYES. Injured. | TOTAL. Killed. | TOTAL. Injured. |
|---|---|---|---|---|---|---|---|---|
| Coupling and uncoupling | | | | | | | | |
| Falling from trains and engines | | | | | | | | |
| Other causes | | 6 | | | | | | |
| Total | | 6 | | | | | | |

*Charged to permanent improvements.

ACCIDENTS TO PERSONS IN IOWA—CONTINUED.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Other causes | 1 | | | | | | 1 | |
| Total | 1 | | | | | | 1 | |

ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYES. | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN AND WATCHMEN. | | OTHER EMPLOYES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling | | 6 | | | | | | 6 |
| Falling from trains and engines | | 8 | | | | 4 | | 12 |
| Other causes | | | | | | | | |
| Total | | 14 | | | | 4 | | 18 |

ACCIDENTS TO PERSONS—CONTINUED.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Collisions | | 2 | | | | 1 | | 3 |
| Other train accidents | | * | | | | | | * |
| Other causes | | | 1 | | | | 1 | |
| Total | | 2 | 1 | | | 1 | 1 | 3 |



CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT. | | PROFILE. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | Length of level line—miles. | Ascending grades. | | | | Descending grades. | |
| | | | | | | | Number. | Sum of ascents—feet. | Aggregate length of ascending grades—miles. | Number. | Sum of descents—feet. | Aggregate length of descending grades—miles. |
| Council Bluffs, Iowa | Pattonsburg, Missouri | 145 | 222 | 41.5 | 103.5 | 69 | 24 | 2,479 | 37.50 | 26 | 2,254 | 36.50 |
| For Iowa | | 67 | 103 | 21.6 | 45.4 | 28.3 | 9 | 1,230 | 18.97 | 9 | 1,303 | 19.78 |

## CHARACTERISTICS OF ROAD.

BRIDGES:

| | |
|---|---|
| Number iron | 1 |
| Number wooden, in Iowa, 7 | 20 |

TRESTLES:

| | |
|---|---|
| Number in Iowa, 150 | 202 |
| Aggregate length in Iowa, feet, 12,141 | 28,300 |

GAUGE OF TRACK:

Four feet and eight and one half inches.

TELEGRAPH:

Owned by this company (in Iowa, 67), 145 miles of line.

## QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock yards, or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs:

Union passenger depot, Council Bluffs, Iowa, Union Pacific Railway Company; freight transfer depot, Council Bluffs, Iowa; use main line, Council Bluffs, Iowa, Omaha, Minneapolis & St. Paul Railway Company; stock yards track, Council Bluffs, Iowa, Chicago, Burlington & Quincy Railroad Company.

The cost and actual present cash value of road and equipment including permanent way, buildings and rolling-stock, all real estate used exclusively in operating the road, and all fixtures and conveniences for transacting its business:

Estimated present value, $25,000.00 per mile.

The average amount of tonnage that can be carried on your road in Iowa by an engine of given weight:

Forty-three ton engine can haul 320 tons.

Section 4, chapter 77 of the laws of the Seventeenth General Assembly, says that the said Railroad Commissioners shall, on the first Monday of December, make a report to the Governor, etc.

The tenth clause of the section says the report shall contain such statistics of the road and its transportion business for the year as may, in the judgment of the Commissioners, be necessary and proper for the information of the General Assembly, or AS MAY BE REQUIRED BY THE GOVERNOR.

Under the provisions of this clause, the Governor has submitted questions contained in the following letter, which you will please answer:

STATE OF IOWA,
EXECUTIVE OFFICE, DES MOINES, August 5, 1889.

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

GENTLEMEN—I must again request that you obtain and incorporate into your next annual report the following information as to every railroad company doing business in this State, viz.:

1. The names of all persons who were stockholders on the 30th day of June, 1889; their place of residence, and the amount of stock owned by each.

2. The salary paid to its general officers, as President, Vice-president, Secretary, Treasurer, Auditor, General Manager and Assistants, Traffic Manager, General Freight Agent, General Solicitor, and Division Superintendents.

3. The average daily wages paid to its employes, as station agents, conductors, brakemen, engineers, firemen, flagmen, section men, etc.

4. The names of its regular attorneys in this State, the salary and other compensation of each; also the names of all other attorneys in the State retained by the road during the past year, and the retaining fee, per diem, or other compensation or emolument whatsoever received by each.



5. The number and total mileage of so-called one and two thousand mile tickets issued to persons in this State for other than cash compensations; also, whether the cash value of all mileage tickets is included in its report of gross receipts.

This information is of importance to the State as well as of great interest to the public. More publicity in the management of corporation affairs is necessary. It is a wise law that compels national banks to post up at their places of business a list of their stockholders; and there is certainly no good reason why the State and the public should not know who the owners of the railroads are that avail themselves of the State's franchises, do business under its laws and rely upon it for protection.

It is also essential that the mileage tickets issued by the various companies to editors, to its attorneys and to its employes, in lieu of other compensation, be reported to the State. There is reason to believe that it is the practice of some companies not to include the value of such mileage in their reports of total earnings, upon which the classification of railroads for the purpose of regulating their tariff is based.

You will please direct the attention of the various companies to the provisions of section 5, chapter 77, laws of the Seventeenth General Assembly; and should any of them fail to furnish the information required, I shall thank you to promptly report to me the names of such delinquents.

Yours truly,

WM. LARRABEE.

LIST OF STOCKHOLDERS, JUNE 30, 1869.

| NAME. | RESIDENCE. | Number of shares. |
|---|---|---|
| Adams, William | New York City | 9 |
| Adams, Francis C | New York City | 58 |
| Appleton, D. S | New York City | 102 |
| Ackerman, Warren | New York City | 9 |
| Anderson, Charles E | New York City | 57 |
| Addoms, Mary B | New York City | 48 |
| Arnold, Frank | New York City | 9 |
| Arnold, Edward H | New York City | 19 |
| Anthon, Helen N | New York City | 115 |
| Barnes, Charles | New London, Connecticut | 58 |
| Baylis, Mary | New York City | 48 |
| Baldwin, Frederick H | New York City | 58 |
| Baldwin, John (Trustee) | New York City | 28 |
| Baldwin, John | New York City | 58 |
| Balck, William | New York City | 9 |
| Barton, Joseph F | Oneida County, New York | 96 |
| Barton, S. E | Holland Patent, New York | 10 |
| Barr, Charlotte | New York City | 9 |
| Barr, Isabella | New York City | 9 |
| Blakie Bros. & Co | New York City | 19 |
| Brez, J. D | New York City | 96 |
| Bearse, E. H | New York City | 9 |
| Benedict, Ezra G | Albany, New York | 200 |
| Billquist, C. Edward | New York City | 9 |
| Biddle, Mary D | New York City | 96 |
| Bond, Henry R | New London, Connecticut | 30 |
| Bound, Henry R | New York City | 456 |
| Brown, Edward J | New York City | 96 |
| Brown, Charles W | Stanford, Connecticut | 129 |
| Brown, Augustus C | New York City | 48 |
| Brown, Samuel D | Stanford, Connecticut | 96 |
| Brown, A. H. & Co | New York City | 96 |
| Brown, Mrs. Ann D | New York City | 48 |
| Bull, A. M | | 9 |
| Bryce, Lloyd S | New York City | 58 |
| Bryce, Clara | New York City | 144 |
| Bontecou, F. F | New York City | 72 |
| Berg, Simon | New York City | 192 |
| Bull, A. M. (Cashier) | New York City | 284 |
| Budlong, Julia M | New York City | 9 |
| Craig, Ellen R | New York City | 48 |
| Chase & Higginson | New York City | 100 |
| Cammann, H. H. (Treasurer) | New York City | 58 |
| Cary, Cornelia B | Hempstead, New York | 98 |
| Chadwick, Robert R | Ghoos, New York | 9 |
| Campbell, Ward | New York City | 78 |
| Clark, C. R. & J. A | New York City | 9 |
| Clerke, Jane, Executrix of Edgar | New York City | 19 |
| Clews, Henry & Co | New York City | 201 |
| Cobb, Edward B | Tarrytown, New York | 48 |
| Cox, James | Jersey City, New Jersey | 29 |
| Colbron, Chauncey & Co | New York City | 144 |
| Comey, G. P | New York City | 67 |
| Croes, Mary R | Yonkers, New York | 9 |
| Croes, Helen R | Yonkers, New York | 19 |
| Cook, Seth S | Stanford, Connecticut | 9 |
| Daskam, Sarah R | Stanford, Connecticut | 48 |
| Dewing, H. & Son | New York City | 554 |
| Delavan, J. C. (Trustee) | New York City | 48 |
| Dey, Anthony | New York City | 84 |
| Denton, Oliver M | Brooklyn, New York | 9 |
| DePeyster, Frederick J | New York City | 398 |
| Dean, Charles L | New York City | 96 |
| Delano, Susan M | New York City | 19 |
| DeRham, Clara B | New York City | 40 |
| Del Valle, Jose A | New York City | 96 |
| D'Oremieux, Laura W | New York City | 48 |
| Dwight, Henrietta M | Stockbridge, Massachusetts | 284 |
| Donlon, Elizabeth | Albany, New York | 9 |
| Dominick & Dickerman | New York City | 144 |
| Dougherty, George W | New York City | 2 |
| Eaton, Henry W | New York City | 105 |
| Eaton, Reuben | Kent Furnace, Connecticut | 19 |



LIST OF STOCKHOLDERS—CONTINUED.

| NAME. | RESIDENCE. | Number of shares. |
|---|---|---|
| Erdmann, Martin V | | 58 |
| Edwards, Emma J | Orient, L. I | 58 |
| Earleh, E. F | Aurora, Ill | 11 |
| Fredericks, J. T | New York City | 29 |
| Firth, Thaddeus, Jr | New York City | 30 |
| Fisher, J. E | New York City | 96 |
| Foote, J. Howard | New York City | 57 |
| Granger, Emily M | New York City | 48 |
| German American Insurance Company | New York City | 57 |
| Geddis & Smith | New York City | 816 |
| Gregory, C. W | New York City | 22 |
| Gregory, Maria C | New York City | 105 |
| Grinnell, Minturn & Co | New York City | 96 |
| Glover, T. J | New York City | 67 |
| Goldschmidt & Co., H. P | New York City | 700 |
| Hadden, Anna | New York City | 19 |
| Hadden, Elizabeth F | New York City | 19 |
| Hale, Thomas | New York City | 10 |
| Hanley, E. S | Stamford, Conn | 9 |
| Hallgarten & Co | New York City | 580 |
| Hart, James E | New York City | 9 |
| Hawley, Francis M | Stamford, Conn | 9 |
| Hemenway, Mary | Boston, Mass | 144 |
| Hemenway, Ellen L | Boston, Mass | 200 |
| Herzog, George | New York City | 96 |
| Heinze, Otto (in trust) | New York City | 45 |
| Heinze, Otto & Co | New York City | 100 |
| Hegman, Reinhold L | New York City | 9 |
| Hillhouse, Thomas (Trustee) | New York City | 76 |
| Higbee, Wm. H | New York City | 48 |
| Howell, H. W | New York City | 10 |
| Hoyt, F. S | New York City | 29 |
| Horn, Walter B | New York City | 19 |
| Hopkins, Louisa B | New York City | 28 |
| Hobart, C. H | New York City | 9 |
| Howland, Virginia L | New York City | 163 |
| Huntington, Jane E | Middleton, Conn | 19 |
| Hyde, Frederick | Pomfret Center, Conn | 20 |
| Hyatt, Abram M | New York City | 1 |
| Irelin, A. & Co | New York City | 28 |
| Jarvis, Jenny B | New York City | 10 |
| Jacques, Henry L | Lakewood, N. J | 480 |
| Jay, Augustus | New York City | 100 |
| Jameson, Smith & Cotling | New York City | 102 |
| Jennings, O. B | New York City | 506 |
| Jenkins, Weston | Trenton, N. J | 9 |
| Jones, Martha M | New York City | 19 |
| Jones, Mary F | New York City | 48 |
| Kemp, Samuel T., Jr | New York City | 105 |
| Kidder, A. M. & Co | New York City | 53 |
| King, J. G. S. Sons | New York City | 48 |
| Koin, Julius A | New York City | 52 |
| Lewis, Mary H | New York City | 19 |
| Lewis, Mary E | New York City | 28 |
| Liverpool, London & Globe | New York City | 1,056 |
| Lowery, A. H | Washington, D. C | |
| Lowery, Frances W | Washington, D. C | 29 |
| Mason, E. S | New York City | 10 |
| Marshall, Charles H | New York City | 192 |
| Magnus, Emil | New York City | 100 |
| McFarlan, Edward | New York City | 48 |
| Magee, Margaret | | 19 |
| Mathe, Elise | New York City | 9 |
| Meyer, George A | New York City | 57 |
| Meyer, Henry | New York City | 96 |
| Meyer, Frederick W | New York City | 144 |
| Meyer, Edwin O | New York City | 40 |
| Merrill, Emma F. R | New York City | 50 |
| Miller, L. A | | 96 |
| Mills, Almira St. J | Port Jervis, N. Y | 19 |
| Morehouse, Samuel | New York City | 9 |
| Morau Bros | New York City | 1,224 |
| Morgan, Edward J. & Co | New York City | 19 |

LIST OF STOCKHOLDERS—CONTINUED.

| NAME. | RESIDENCE. | Number of shares. |
|---|---|---|
| Murray, J. T. | New York City | 6 |
| Muecke, Franz | New York City | 10 |
| New York Life Ins. & Trust Co. | New York City | 9 |
| Nicoll, Anne F | New York City | 48 |
| Norris, Octavius | New York City | 51 |
| Orr, Alexander E | New York City | 48 |
| Piott, John R | New York City | 66 |
| Payne, W. G | New York City | 48 |
| Paine, Willis S | New York City | 90 |
| Parker, Rebecca J | Springfield, Mass | 50 |
| Palmer, John | Brooklyn, Conn | 45 |
| Pell, Herbert C | New York City | 196 |
| Pierce, J. Leverett | New York City | 9 |
| Pick, A. E. & Co | New York City | 163 |
| Pott, Francis & E. S. and H. F. Hadden (Trustee) | New York City | 78 |
| Pomeroy Bros | New York City | 148 |
| Puzzer, William W | New York City | 66 |
| Pusey, W. H. M | Council Bluffs, Iowa | 1 |
| Quackenbush, R. C | New York City | 4 |
| Rainey, A. H | New York City | 66 |
| Reilly, Edward | Albany, N. Y | 20 |
| Reilly, Mary Ann | Albany, N. Y | 20 |
| Reilly, Elizabeth | Albany, N. Y | 9 |
| Renaud, Catherine | New York City | 48 |
| Rickerson, Arthur | New York City | 67 |
| Robbins, Chandler | New York City | 9 |
| Robinson, Thomas D | New York City | 96 |
| Rolston & Bass | New York City | 4 |
| Rosa, R., Jr | New York City | 19 |
| Roosevelt, Augusta E | New York City | 100 |
| Steward, John, Jr | New York City | 100 |
| Stevens, Gyam K | New York City | 48 |
| Smith, Chas. Robinson | New York City | 66 |
| Smith, Charles S | New York City | 48 |
| Smith, Henrietta H | New York City | 48 |
| Smith, Wm. Alex. & Co | New York City | 100 |
| Smith, Isaac P | New York City | 66 |
| Smith, F. and G. W | New York City | 133 |
| Switzer, Lewis | Brooklyn, N. Y | 48 |
| Sidenberg, E | New York City | 20 |
| Spies, A. W | New York City | 66 |
| Sibley, S. M | Bennington, Vt | 48 |
| Stother, A. H | New York City | 67 |
| Scott, A. E. & Co | New York City | 100 |
| Schumacher, Theodore | New York City | 28 |
| Third National Bank of Scranton, Pa | Scranton, Pa | 144 |
| Tilney, John S | New York City | 100 |
| Thomell, H. L | New York City | 66 |
| Thompson, Fred. D | New York City | 66 |
| Thompson, David G | New York City | 480 |
| Thompson, Charles G | New York City | 100 |
| Thomas, Palmer & Odell | New York City | 300 |
| Thompson, Gardiner | New York City | 132 |
| Thompson, Sarah D | New York City | 95 |
| Thompson, Mary G | New York City | 102 |
| Tompkins, Chas. C | New York City | 33 |
| Turkington, A. R | Stamford, Conn | 48 |
| Trustees of Midnight Mission | New York City | 19 |
| United States Trust Co | New York City | 30 |
| Vanderpool, Ellen | Sangerties, N. Y | 98 |
| Vail, Richard P. H | Stamford, Conn | 115 |
| Van Doren, Mary J | New York City | 48 |
| Waller, Frank | New York City | 57 |
| Watkinson, John H | Middletown, Conn | 20 |
| Waite, Joseph M., Rev | Brooklyn, N. Y | 66 |
| Watzur, Tool & Co | New York City | 40 |
| Wheelock, Geo. G., Dr | New York City | 48 |
| Westervelt, A. B | New York City | 66 |
| Webster, C. B | New York City | 133 |
| Wells, Wm. S | New York City | 66 |
| Wells, Gracie T | New York City | 66 |
| Welsh, Mary R | New York City | |



LIST OF STOCKHOLDERS—CONTINUED.

| NAME. | RESIDENCE. | Number of shares. |
|---|---|---|
| Weber, Emma M | New York City | 9 |
| Whipple, Katherine L | New York City | 19 |
| Williams, R. S | Utica, N. Y | 19 |
| Windle, Jane DeF | Stamford, Conn | 19 |
| Wilson, Josephine B. F | New York City | 9 |
| Wilks, Matthew | New York City | 230 |
| Winter, G. D | New York City | 144 |
| White, John S | New York City | 28 |
| Wyckoff, Wm. F | Brooklyn, N. Y | 144 |
| Wylie, F. A | Jersey City, N. J | 9 |
| Zerega, Augustus | New York City | 201 |

SALARIES OF OFFICERS.

President, Vice-president, Secretary, Treasurer, no salary.
General Attorney, no regular salary.
General Manager, $3,000.00 per year.
Superintendent, $3,000.00 per year.
Auditor, $1,800.00 per year.

WAGES PAID EMPLOYES.

See page 30.

ATTORNEYS IN IOWA.

No attorney in State.

MILEAGE TICKETS.

No mileage tickets issued.

STATE OF IOWA.
COUNTY OF POTTAWATTAMIE. } ss.

We, the undersigned, Frank M. Gault, Gen'l Manager, and Wm. L. Bedison, Auditor, of the Omaha & St. Louis Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

(Signed) F. M. GAULT,
*General Manager*

WM. L. BEDISON,
*Auditor.*

Subscribed and sworn to before me this 17th day of October, 1889.

[SEAL.] L. F. MURPHY,
*Notary Public.*

# ANNUAL REPORT

OF THE

# CLARINDA & ST. LOUIS RAILROAD,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

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### HISTORY.

Name of common carrier making this report:
The Clarinda & St. Louis Railroad.

Date of organization:
This road was originally built from Roseberry, Missouri, to Clarinda, Iowa, ten miles in Missouri and eleven and one-half miles in Iowa, by the St. Louis, Kansas City & Northern Railway, in 1879.

If a consolidated company, name the constituent companies? Give reference to charters of each, and all amendments of same:
Consolidated with the Wabash, St. Louis & Pacific Railway in 1880. Passed into possession of Thomas McKissock, Receiver, by order of United States Court, April 15, 1886, and on April 1, 1888, into possession of F. M. Gault, Receiver, on account of death of Thomas McKissock.

Give post-office address of general office:
Council Bluffs, Iowa.

Give post-office address of operating office:
Council Bluffs, Iowa.

### OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| Receiver | F. M. Gault | Council Bluffs, Iowa. |



PROPERTY OPERATED.

| NAME. | TERMINALS. | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|
| Clarinda & St. Louis Railroad | From Roseberry, Missouri, to Clarinda, Iowa | 21.5 | |
| Total mileage operated | | 21.5 | |
| Total mileage operated in Iowa | | 11.5 | |

## PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

| NAME. | TERMINALS. FROM— | TERMINALS. TO— | BY WHAT COMPANY OPERATED. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| Total mileage | | | | | 21.5 |
| Total mileage in Iowa | | | | | 11.5 |



## CAPITAL STOCK

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | PARTICULARS AND EXPLANATIONS. |
|---|---|---|---|
| ISSUED FOR CASH— | | | Receiver has no knowledge as to issue on payment of stock on bonds. A decree of foreclosure and sale has been entered in the United States Circuit Court, southern district of Iowa, western division. |
| Common | | | |
| Preferred | | | |
| ISSUED FOR CONSTRUCTION— | | | |
| Common | | | |
| Preferred | | | |
| ISSUED FOR REORGANIZATION— | | | |
| Common | | | |
| Preferred | | | |

## FUNDED DEBT.

### COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | INTEREST. | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Date of issue. | When due. | | | | | Rate. | When payable. | Amount accrued during year. | Amount paid during year. |
| (Not designated) | | | | | $ 264,000.00 | | 6 | | | |
| Total | | | | | $ 264,000.00 | | | | | |
| Amount of funded debt representing road in Iowa | | | | | $ 141,999.20 | | | | | |

### RECAPITULATION OF FUNDED DEBT.

| ACCOUNT | Amount issued. | Amount outstanding. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|
| Bonds | $ 264,000.00 | $ 264,000.00 | $ | $ |
| Total | $ 264,000.00 | $ 264,000.00 | $ | $ |



## CURRENT ASSETS AND LIABILITIES.

### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---|
| Cash | $ 190.46 |
| Due from agents | 319.78 |
| Due from solvent companies and individuals | 25.45 |
| Balance current liabilities | 15,635.33 |
| Total | $ 16,172.00 |

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | |
|---|---|
| Audited vouchers and accounts | $ 9,313.67 |
| Wages and salaries | 574.09 |
| Net traffic balances due to other companies | 2,761.58 |
| Taxes | 3,522.66 |
| Total | $ 16,173.00 |

### INCOME ACCOUNT.

(FOR ROADS MAKING OPERATING REPORTS.)

| | | |
|---|---|---|
| Gross earnings from operation | $ 5,814.13 | |
| Less operating expenses | 10,587.75 | |
| Deficit | | $ 4,773.62 |
| Deductions from income: | | |
| Taxes accrued during year and not paid | | 1,370.58 |
| Deficit | | $ 6,144.20 |
| Deficit from operations of year ending June 30, 1889 | | $ 6,144.20 |
| Deficit on June 30, 1888 | | 9,492.13 |
| Deficit on June 30, 1889 | | $ 15,636.33 |

## EARNINGS FROM OPERATION.

| | | | |
|---|---|---|---|
| PASSENGER— | | | |
| Passenger revenue | $ 2,257.10 | | |
| Total passenger revenue | | $ 2,257.10 | 2,257.10 |
| Express | | 278.07 | 278.07 |
| Total passenger earnings | | $ 2,535.17 | 2,535.17 |
| FREIGHT— | | | |
| Freight revenue | $ 3,456.44 | | |
| Less repayments: | | | |
| Overcharge to shippers | $ 177.48 | | |
| Total deductions | | 3,278.96 | 3,278.96 |
| Total freight revenue | | $ 3,278.96 | 3,278.96 |
| Total freight earnings | | $ 3,278.96 | 3,278.96 |
| Total passenger and freight earnings | | $ 5,814.13 | 5,814.13 |
| Total gross earnings from operation | | $ 5,814.13 | 5,814.13 |
| Total gross earnings from operation in Iowa | $ 3,100.88 | | |
| Operating expenses per mile of road | | $ 402.45 | 402.45 |
| Operating expenses per train mile | | [illegible] | [illegible] |
| Proportion of operating expenses and taxes for Iowa | | 5,663.21 | 5,663.21 |
| Percentage of expenses to earnings | | 1.821 | 1.821 |
| Net earnings per train mile | Deficit. | | |
| Percentage of earnings to cost of road and equipment | No knowledge. | | |
| Deficit at the commencement of the year | | 9,492.13 | 492.13 |
| Deficit at the close of the year | | 15,656.33 | 656.33 |



## OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | $ 393.88 | $ 917.64 | $ 1,223.52 |
| Renewals of ties | 18.87 | 56.63 | 75.50 |
| Repairs of bridges and culverts | 247.72 | 743.17 | 990.89 |
| Repairs of fences, road-crossings, signs, and cattle-guards | .56 | 1.67 | 2.23 |
| Repairs of buildings | 2.34 | 7.02 | 9.36 |
| Total | $ 573.37 | $ 1,726.13 | $ 2,301.50 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | $ 16.10 | $ 48.32 | $ 64.42 |
| Repairs and renewals of freight cars | | 72.58 | 72.58 |
| Total | $ 16.10 | $ 120.90 | $ 137.00 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of enginemen, firemen, and roundhousemen | $ 560.82 | $ 1,682.48 | $ 2,243.70 |
| Fuel for locomotives | 438.65 | 1,315.90 | 1,754.55 |
| Water-supply for locomotives | 30.00 | 90.00 | 120.00 |
| All other supplies for locomotives | 35.08 | 105.25 | 140.32 |
| Wages of other trainmen | 398.37 | 1,195.10 | 1,593.47 |
| All other train supplies | .60 | 1.82 | 2.42 |
| Wages of station agents, clerks and laborers | 448.74 | 1,346.21 | 1,794.95 |
| Station supplies | 6.76 | 20.31 | 27.07 |
| Loss and damage | .58 | 1.73 | 2.31 |
| Other expenses | .59 | 1.78 | 2.37 |
| Total | $ 1,920.17 | $ 5,760.58 | $ 7,680.75 |
| GENERAL EXPENSES— | | | |
| Salaries of officers | $ 39.00 | $ 117.00 | $ 156.00 |
| Salaries of clerks | 37.50 | 112.50 | 150.00 |
| Rentals not otherwise provided for | 25.50 | 76.50 | 102.00 |
| Legal expenses | 3.12 | 9.38 | 12.50 |
| Stationery and printing | 12.00 | 36.00 | 48.00 |
| Total | $ 117.12 | $ 351.38 | $ 468.50 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | $ 573.37 | $ 1,726.13 | $ 2,301.50 |
| Maintenance of equipment | 16.10 | 120.90 | 137.00 |
| Conducting transportation | 1,920.17 | 5,760.58 | 7,680.75 |
| General expenses | 117.12 | 351.38 | 468.50 |
| Grand total | $ 2,626.76 | $ 7,958.99 | $ 10,587.75 |
| Operating expenses for Iowa | | | 5,663.21 |
| Percentage of operating expenses to earnings | | | 1.821 |

## FENCING IN IOWA.

| | |
|---|---|
| How many miles of fencing have you on your road in Iowa? | 10.2 |
| How many miles of new fencing have you built during the year? | None. |
| Give the number of miles needed to complete your fencing in Iowa. | None. |

## GENERAL BALANCE SHEET.

### DEBIT.

| | | |
|---|---|---|
| Cash and current assets | | |
| Profit and loss, deficit | $ | 535.67 |
| Total | | 15,636.33 |
| | $ | 16,172.00 |

### CREDIT.

| | | |
|---|---|---|
| Current liabilities | | |
| Total | $ | 16,172.00 |
| | $ | 16,172.00 |

## CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

### RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| INCREASE IN LIABILITIES— | | |
| Increase in current liabilities | $ | 4,376.79 |
| DECREASE IN ASSETS— | | |
| Cash on hand | | 1,882.18 |
| Total | $ | 6,258.97 |

### RESOURCES ACCOUNTED FOR.

| | | |
|---|---|---|
| FIXED CHARGES— | | |
| Deficit | $ | 6,144.30 |
| INCREASE IN ASSETS— | | |
| Cash assets | | 114.77 |
| Total | $ | 6,258.97 |

## CONTRACTS, AGREEMENTS, ETC.

### EXPRESS COMPANIES.

Pacific Express Company pays 1¼ first-class freight rates on all business handled by them and do usual express business.

### MAILS.

None carried.

### SLEEPING, PARLOR OR DINING CAR COMPANIES.

None.

### FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

None.

### OTHER RAILROAD COMPANIES.

Have through billing arrangements with O. & St. L. and Wabash Railroad. Revenue divided on mileage basis.

### STEAMBOAT OR STEAMSHIP COMPANIES.

None.

### TELEGRAPH COMPANIES.

None.

### OTHER CONTRACTS.

None.



## EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| Station agents | 5 | $ 1,794.95 | $ 1.00 |
| Enginemen | 1 | 1,080.00 | 3.00 |
| Firemen | 1 | 731.80 | 2.50 |
| Conductors | 1 | 900.00 | 2.50 |
| Other trainmen | 1 | 603.47 | 1.68 |
| Carpenters and bridge builders | | 561.03 | 2.40 |
| Section foremen | 1 | 540.00 | 1.45 |
| Other trackmen | 2 | 693.11 | 1.10 |
| Switchmen, flagmen and watchmen | 1 | 401.50 | 1.10 |
| Employes—account floating equipment | 1 | 174.55 | 1.50 |
| Total | 14 | $ 7,545.01 | |
| DISTRIBUTION OF ABOVE— | | | |
| Maintenance of way and structures | | $ 1,738.74 | |
| Conducting transportation | | 5,806.27 | |
| Total | | $ 7,545.01 | |

| | | |
|---|---|---|
| Number of employes in Iowa | | 7 |
| Amount paid employes in Iowa | $ | 4,035.70 |

## PASSENGER, FREIGHT AND TRAIN MILEAGE.

| | | | |
|---|---|---|---|
| PASSENGER TRAFFIC: | | | |
| Number of passengers carried earning revenue | 4,748 | | |
| Number of passengers carried one mile | 76,815 | | |
| Average distance carried, miles | 16.17 | | |
| Total passenger revenue | | $ | 2,257.10 |
| Average amount received from each passenger | | | .47.53 |
| Average receipts per passenger per mile | | | .02.938 |
| FREIGHT TRAFFIC: | | | |
| Number of tons carried of freight earning revenue | 9,100 | | |
| Number of tons carried one mile | 148,234 | | |
| Average distance haul of one ton, miles | 16.29 | | |
| Total freight revenue | | | 3,278.96 |
| Average amount received for each ton of freight | | | .36 |
| Average receipts per ton per mile | | | .02.21 |
| PASSENGER AND FREIGHT: | | | |
| Passenger and freight earnings | | $ | 5,536.06 |
| Passenger and freight earnings per mile of road | | | 257.49 |
| Total earnings per mile of road, including mails, express, etc | | | 257.49 |
| TRAIN MILEAGE: | | | |
| Miles run by passenger trains | 26,292 | | |
| Mileage of loaded freight cars—north or east | 6,154 | | |
| Mileage of loaded freight cars—south or west | 4,161 | | |
| Mileage of empty freight cars—north or east | 2,099 | | |
| Mileage of empty freight cars—south or west | 4,089 | | |

Average number of tons in cars when shipped in car lots:

Average number of tons in cars when shipped in less than car lots:

What per cent does the local freight business of Iowa bear to the total freight business of the entire line?

What per cent does local freight business of Iowa bear to freight originating on your line in Iowa and passing outside the State?

What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?

What per cent does local freight business bear to freight moved across the State from points outside to points inside the State?

What per cent of freight received at each station on your road is local and what per cent inter-State?

What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?

What proportion of earnings is credited to each branch line of your road, on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?

Give the amount and kind of freight furnished by each branch line to your main line?

Same for passengers.

Our statistics are not kept in such a way as to enable us to answer the above questions.

## FREIGHT TRAFFIC MOVEMENT—IOWA.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | 1,448 | 2,998 | 4,446 | 58.12 |
| Flour | ..... | 47 | 47 | .61 |
| Hay | ..... | 109 | 109 | 1.51 |
| Fruit and vegetables | 187 | 374 | 561 | 7.35 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | 579 | ..... | 579 | 7.58 |
| PRODUCTS OF MINES— | | | | |
| Bituminous coal | ..... | 131 | 131 | 1.71 |
| PRODUCTS OF FOREST— | | | | |
| Lumber and wood | 110 | 766 | 876 | 11.45 |
| MANUFACTURES— | | | | |
| Cement, brick and lime | 106 | 70 | 176 | 2.30 |
| Wagons | ..... | 12 | 12 | .16 |
| MERCHANDISE— | 110 | 543 | 653 | 8.53 |
| Total tonnage | 2,540 | 5,110 | 7,650 | 100 |



## FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | 2,198 | 2,998 | 5,196 | 57.10 |
| Flour | ..... | 47 | 47 | .52 |
| Hay | ..... | 169 | 169 | 1.87 |
| Fruit and vegetables | 187 | 374 | 561 | 6.16 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | 784 | ..... | 784 | 8.61 |
| PRODUCTS OF MINES— | | | | |
| Bituminous coal | ..... | 206 | 206 | 2.26 |
| PRODUCTS OF FOREST— | | | | |
| Lumber and wood | 430 | 770 | 1,200 | 13.25 |
| MANUFACTURES— | | | | |
| Cement, brick and lime | 106 | 70 | 176 | 1.93 |
| Wagons, carriages, tools, etc | ..... | 12 | 12 | .13 |
| MERCHANDISE | 125 | 618 | 743 | 8.17 |
| Total tonnage | 3,830 | 5,264 | 9,100 | 100 |

## DESCRIPTION OF EQUIPMENT.

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. Number. | Kind. | CARS FITTED WITH AUTOMATIC COUPLER. Number. | Kind. |
|---|---|---|---|---|---|---|
| LOCOMOTIVES— | | | | | | |
| Passenger | ..... | 1 | ..... | ..... | ..... | ..... |
| Total | ..... | 1 | ..... | ..... | ..... | ..... |
| CARS IN PASSENGER SERVICE— | | | | | | |
| Second-class passenger cars | ..... | *1 | ..... | ..... | ..... | ..... |
| Combination passenger cars | ..... | †1 | ..... | ..... | ..... | ..... |
| Total | ..... | 2 | ..... | ..... | ..... | ..... |

*Unfit for service.

†Leased from Omaha & St. Louis Railway Company.

## MILEAGE.

### A. MILEAGE OF ROAD OPERATED.

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track | 21.5 | | | | | | 21.5 | | 21.5 | |
| Miles of yard track, sidings and spurs | 1.7 | | | | | | | | | |
| Total mileage operated (all tracks) | 23.2 | | | | | | | | | |

### B. MILEAGE OF LINE BY STATES AND TERRITORIES.

#### I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | New line constructed during year. | Total mileage, including trackage rights. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Missouri | 10 | | | | | | | | | |
| Iowa | 11.5 | | | | | | | | | |
| Total mileage operated (single track) | 21.5 | | | | | | | | | |



### RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. Kind. | Tons. | Weight per yard, lbs. | Average price per ton at distributing point. | NEW TIES LAID DURING YEAR. Kind. | Number. | Average price at distributing point. |
|---|---|---|---|---|---|---|
| | | | | White oak. | 150 | 30 |

### CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | Wood, cords—hard. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|
| Used freight | 7238 | 6 | 7238 | 36,360 | 398 |
| Used passenger | 7238 | 6 | 7238 | 36,360 | 398 |
| Total | 7238 | 6 | 7238 | 36,360 | 398 |
| Average cost at distributing point | $2.30 | $1.75 | | | |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | PROFILE. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Ascending grades. | | Descending grades. | | | |
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | Length of level line—miles. | Number. | Sum of ascents—feet. | Number. | Sum of descents—feet. | Aggregate length of descending grades—miles. |
| Roseberry, Missouri | Clarinda, Iowa | 215 | 17 | 3.5 | 13.9 | Track practically level entire line. | | | | | |
| For Iowa | | 115 | 9 | 1.6 | 0.9 | | | | | | |



CHARACTERISTICS OF ROAD IN IOWA—CONTINUED.

BRIDGES:
Number wooden ..... 4
Number wooden in Iowa ..... 2

TRESTLES:
Number ..... 33
Number in Iowa ..... 17
Aggregate length, feet ..... 2,677
Aggregate length, feet, in Iowa ..... 1,967

GAUGE OF TRACK:
Four feet eight and one half inches.
Same in Iowa.

TELEGRAPH:
None.

## QUESTIONS FOR GENERAL INFORMATION.

The cost and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business:

Have no knowledge as to cost, and it is impossible to estimate correctly present value, as the road does not pay operating expenses.

The average amount of tonnage that can be carried on your road in the State by an engine of given weight:

A 32-ton engine can haul 100 tons.

Section 4, chapter 77 of the laws of the Seventeenth General Assembly, says that the said Railroad Commissioners shall, on the first Monday of December, make a report to the Governor, etc.

The tenth clause of the section says the report shall contain such statistics of the road and its transportation business for the year as may, in the judgment of the Commissioners, be necessary and proper for the information of the General Assembly, or AS MAY BE REQUIRED BY THE GOVERNOR.

Under the provisions of this clause, the Governor has submitted questions contained in the following letter, which you will please answer:

STATE OF IOWA,
EXECUTIVE OFFICE, DES MOINES, August 5, 1889.

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

GENTLEMEN—I must again request that you obtain and incorporate into your next annual report the following information as to every railroad company doing business in this State, viz.:

1. The names of all persons who were stockholders on the 30th day of June, 1889; their place of residence, and the amount of stock owned by each.

2. The salary paid to its general officers, as President, Vice-president, Secretary, Treasurer, Auditor, General Manager and Assistants, Traffic Manager, General Freight Agent, General Solicitor, and Division Superintendents.

3. The average daily wages paid to its employes, as station agents, conductors, brakemen, engineers, firemen, flagmen, section men, etc.

4. The names of its regular attorneys in this State, the salary and other compensation of each; also the names of all other attorneys in the State retained by the road during the past year, and the retaining fee, per diem, or other compensation or emolument whatsoever received by each.

5. The number and total mileage of so-called one and two thousand mile tickets issued to persons in this State for other than cash compensations; also, whether the cash value of all mileage tickets is included in its report of gross receipts.

This information is of importance to the State as well as of great interest to the public. More publicity in the management of corporation affairs is necessary. It is a wise law that compels national banks to post up at their places of business a list of their stockholders; and there is certainly no good reason why the State and the public should not know who the owners of the railroads are that avail themselves of the State's franchises, do business under its laws and rely upon it for protection.

It is also essential that the mileage tickets issued by the various companies to editors, to its attorneys and to its employes, in lieu of other compensation be reported to the State. There is reason to believe that it is the practice of some companies not to include the value of such mileage in their reports of total earnings, upon which the classification of railroads for the purpose of regulating their tariff is based.

You will please direct the attention of the various companies to the provisions of section 5, chapter 77, laws of the Seventeenth General Assembly; and should any of them fail to furnish the information required, I shall thank you to promptly report to me the names of such delinquents.

Yours truly,

WM. LARRABEE.

STOCKHOLDERS.

No knowledge.

SALARIES OF OFFICERS.

No general officers.

WAGES PAID EMPLOYES.

See page 585.

ATTORNEYS IN STATE.

No attorneys.

MILEAGE TICKETS.

No mileage tickets issued

STATE OF IOWA,
COUNTY OF POTTAWATTAMIE. } ss.

We, the undersigned, F. M. Gault, Receiver, and Wm. L. Bedison, Auditor, of the Clarinda & St. Louis Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

F. M. GAULT,
*Receiver.*

WM. L. BEDISON,
*Auditor.*

Subscribed and sworn to before me this 17th day of October, 1889.

[SEAL.] L. F. MURPHY,
*Notary Public.*

# ANNUAL REPORT

OF THE

# PRAIRIE DU CHIEN & McGREGOR RAILWAY CO.,

TO THE

# BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

---

## HISTORY.

Name of common carrier making this report:
Prairie du Chien & McGregor Railway Company.

Date of organization:
Eighteen hundred and seventy-two.

Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:
Wisconsin.

## ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| John Lawler | Prairie du Chien, Wisconsin | November 9, 1889. |
| Thos. C. Lawler | Prairie du Chien, Wisconsin | November 9, 1889. |
| James Lawler | Prairie du Chien, Wisconsin | November 9, 1889. |
| John D. Lawler | Mitchell, Dakota | November 9, 1889. |
| Dan. W. Lawler | St. Paul, Minnesota | November 9, 1889. |

Total number of stockholders at date of last election:
Five.

Date of last meeting of stockholders for election of directors:
November 9, 1888.

Give post-office address of general office:
Prairie du Chien, Wisconsin.

Give post-office address of operating office.
Prairie du Chien, Wisconsin.

## OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| 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. |

## PROPERTY OPERATED.

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of road named. |
|---|---|---|---|---|
| | FROM— | TO— | | |
| Prairie du Chien & McGregor Railway Company | Prairie du Chien, Wisconsin. | North McGregor, Iowa. | | |
| Total mileage operated | | | 2 | 2 |

## CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. | | DIVIDENDS DECLARED DURING YEAR. | |
|---|---|---|---|---|---|---|---|
| | | | | June 30, 1889. | Average for year. | Rate. | Amount. |
| CAPITAL STOCK— | | | | | | | |
| Common | $ 100.00 | $ 100,000.00 | $ 100,000.00 | Not in | market. | | |
| Total | | $ 100,000.00 | $ 100,000.00 | | | | |

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | PARTICULARS AND EXPLANATIONS. |
|---|---|---|---|
| ISSUED FOR CONSTRUCTION— | | | The Prairie du Chien & McGregor Railway is a pile pontoon bridge across the Mississippi river between Prairie du Chien, Wisconsin, and North McGregor, Iowa. The capital stock, $100,000.00 represents the cost of the bridge. |
| Common | 1,000 | $ 100,000.00 | |
| Totals | 1,000 | $ 100,000.00 | |

| | |
|---|---|
| Amount of stock per mile of road | $ 50,000.00 |
| Amount of stock representing road in Iowa | 12,500.00 |
| Amount of stock held in Iowa | None. |
| Total number of stockholders | 5 |
| Number of stockholders in Iowa | None. |

## RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| | | To Railroads. | To other Properties. | Miles. | Amount. | |
| Capital stock | $ 100,000.00 | $ 100,000.00 | | 24 | | |
| Total | $ 100,000.00 | $ 100,000.00 | | 24 | | |

MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN INCOME ACCOUNT.

| NAME OF ROAD. | CAPITAL STOCK. | FUNDED DEBT. | CURRENT LIABILITIES. | TOTAL. | AMOUNT PER MILE OF ROAD. | |
|---|---|---|---|---|---|---|
| | | | | | Miles. | Amount. |
| Prairie du Chien & McGregor Railway Company | $ 100,000.00 | | | $ 100,000.00 | 24 | $ 50,000.00 |
| Grand total | $ 100,000.00 | | | $ 100,000.00 | 24 | $ 50,000.00 |
| Grand total for Iowa | $ 12,500.00 | | | | | |



## INCOME ACCOUNT.

(FOR ROADS MAKING OPERATING REPORTS.)

| | | |
|---|---|---|
| Gross earnings from operation | $ 57,632.30 | |
| Less operating expenses | 72,405.12 | |
| Deficit | | $ 14,732.82 |
| Total income | $ 57,632.30 | |
| Deficit | 14,732.82 | |
| DEDUCTIONS FROM INCOME: | | |
| Taxes | $ 1,120.59 | |
| Total deductions from income | $ 1,120.59 | |
| | | 15,873.41 |
| Deficit | | |
| Deficit from operations of year ending June 30, 1880 | $ 15,873.41 | |
| Total taxes paid in Iowa | $ 67.69 | |

One eighth being credited to Iowa as seven eighths of road is in Wisconsin and one eighth in Iowa.

Surplus at the commencement of the year.
None.

Surplus at the close of the year.
Deficit.

The amount of its own stock owned by the company.
All.

## OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| Maintenance of way and structures | | | $ 40,416.51 |
| Conducting transportation | | | 16,988.81 |
| General expenses | | | 15,000.00 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | | | 40,416.31 |
| Conducting transportation | | | 16,988.81 |
| General expenses | | | 15,000.00 |
| Grand total | | | $ 72,405.12 |

Operating expenses for Iowa, one eighth.

## GENERAL BALANCE SHEET.

DEBIT.

| | |
|---|---|
| Cost of road | $ 100,000.00 |
| Total | $ 100,000.00 |

CREDIT.

| | |
|---|---|
| Capital stock | $ 100,000.00 |
| Total | $ 100,000.00 |

EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers | | $ 15,000.00 | |
| Superintendent | 1 | 1,800.00 | |
| Enginemen | 4 | 3,840.00 | |
| Conductors | 2 | 1,920.00 | |
| Other trainmen | 3 | 1,800.00 | |
| Carpenters | 1 | 780.00 | |
| Switchmen, flagmen and watchmen | 5 | 3,000.00 | |
| All other employes and laborers | 1 | 000.00 | |
| Engineers, in part, balance by C., M. & St. P. Co. | 2 | 480.00 | |
| Firemen, in part, balance by C., M. & St. P. Co. | 2 | 240.00 | |
| Flagmen, in part, balance by C., M. & St. P. Co. | 2 | 320.00 | |
| Total | 23 | $ 15,080.00 | |

STATE OF IOWA,
EXECUTIVE OFFICE, DES MOINES, August 5, 1889.

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

GENTLEMEN—I must again request that you obtain and incorporate into your next annual report the following information as to every railroad company doing business in this State, viz.:

1. The names of all persons who were stockholders on the 30th day of June, 1889; their place of residence, and the amount of stock owned by each.

2. The salary paid to its general officers, as President, Vice-president, Secretary, Treasurer, Auditor, General Manager and Assistants, Traffic Manager, General Freight Agent, General Solicitor, and Division Superintendents.

3. The average daily wages paid to its employes, as station agents, conductors, brakemen, engineers, firemen, flagmen, section men, etc.

4. The names of its regular attorneys in this State, the salary and other compensation of each; also the names of all other attorneys in the State retained by the road during the past year, and the retaining fee, per diem, or other compensation or emolument whatsoever received by each.

5. The number and total mileage of so-called one and two thousand mile tickets issued to persons in this State for other than cash compensations; also, whether the cash value of all mileage tickets is included in its report of gross receipts.

This information is of importance to the State as well as of great interest to the public. More publicity in the management of corporation affairs is necessary. It is a wise law that compels national banks to post up at their places of business a list of their stockholders; and there is certainly no good reason why the State and the public should not know who the owners of the railroads are that avail themselves of the State's franchises, do business under its laws and rely upon it for protection.

It is also essential that the mileage tickets issued by the various companies to editors, to its attorneys and to its employes, in lieu of other compensation, be reported to the State. There is reason to believe that it is the practice of some companies not to include the value of such mileage in their reports of total earnings, upon which the classification of railroads for the purpose of regulating their tariff is based.

You will please direct the attention of the various companies to the provisions of section 5, chapter 77, laws of the Seventeenth General Assembly; and should any of them fail to furnish the information required, I shall thank you to promptly report to me the names of such delinquents.

Yours truly,

WM. LARRABEE.



PRAIRIE DU CHIEN & McGREGOR RAILWAY,
PRAIRIE DU CHIEN, WISCONSIN, Oct. 25, 1889.

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

DEAR SIR—Yours of October 12th, relative to special questions of August 5th, at hand. Question No. 1 is answered on page 585 of the report; questions Nos. 2 and 3 is answered on page 597; question No. 4 is answered by saying that we have no attorney; question No. 5 is answered by saying that we have no mileage books.

Yours respectfully,

THOS. C. LAWLER,
*Secretary.*

STATE OF WISCONSIN, } ss.
COUNTY OF CRAWFORD. }

I, the undersigned, Thos. C. Lawler, Secretary and Treasurer of the Prairie du Chien & McGregor Railway Company, on my oath do say, that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

(Signed) THOS. C. LAWLER,
*Secretary and Treasurer.*

Subscribed and sworn to before me this 24th day of September, 1889.

[SEAL.] S. F. S. VIELE,
*Notary Public.*

# ANNUAL REPORT

OF THE

# SIOUX CITY & PACIFIC RAILROAD COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

---

### HISTORY.

Name of common carrier making this report:
Sioux City & Pacific Railroad Company.

Date of organization:
August 1, 1864.

Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:
Organized under general railroad law of Iowa, August 1, 1864.

If a consolidated company, name the constituent companies? Give reference to charters of each, and all amendments of same:
The Northern Nebraska Air Line Railroad. Organized under general railroad law of Nebraska, June 7, 1867.

Date and authority for each consolidation:
Northern Nebraska Air Line Railroad. Consolidated under general law, September 15, 1868.



### ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| Marvin Hughitt | Chicago, Illinois | May, 1890. |
| Albert Keep | Chicago, Illinois | May, 1890. |
| Martin L. Sykes | New York | May, 1890. |
| William H. Stinnett | Chicago, Illinois | May, 1890. |
| David P. Kimball | Boston, Massachusetts | May, 1890. |
| Horace Williams | Clinton, Iowa | May, 1890. |
| Philo E. Hall | Cedar Rapids, Iowa | May, 1890. |
| Marshall M. Kirkman | Chicago, Illinois | May, 1890. |
| Joseph B. Redfield | Chicago, Illinois | May, 1890. |

Total number of stockholders at date of last election:
Sixty-nine.

Date of last meeting of stockholders for election of directors:
May 15, 1889.

Give post-office address of general office:
Chicago, Illinois, and Cedar Rapids, Iowa.

Give post-office address of operating office:
Omaha, Nebraska.

### OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| President | Marvin Hughitt | Chicago, Illinois. |
| Vice-president | Martin L. Sykes | New York. |
| Secretary | Joseph B. Redfield | Chicago, Illinois. |
| Treasurer | Marshall M. Kirkman | Chicago, Illinois. |
| Chief Engineer | James E. Ainsworth | Omaha, Nebraska. |
| General Counsel | William C. Goudy | Chicago, Illinois. |
| General Attorney | John B. Hawley | Omaha, Nebraska. |
| Comptroller | Marshall M. Kirkman | Chicago, Illinois. |
| Auditor | Joseph B. Redfield | Chicago, Illinois. |
| General Manager | Horace G. Burt | Omaha, Nebraska. |
| General Passenger Agent | John R. Buchanan | Omaha, Nebraska. |
| General Freight Agent | Kingsley C. Morehouse | Omaha, Nebraska. |
| General Superintendent | Charles C. Hughes | Omaha, Nebraska. |
| Superintendent for Iowa | Charles C. Hughes | Omaha, Nebraska. |
| Superintendent of Telegraph | Wm. P. McFarlane | Missouri Valley, Iowa. |
| General Baggage Agent | Oliver W. Whittlesey | Missouri Valley, Iowa. |
| Land Commissioner | Charles E. Simmons | Chicago, Illinois. |

## PROPERTY OPERATED

| NAME. | TERMINALS. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| | FROM— | TO— | | |
| Sioux City & Pacific Railroad | Sioux City, Iowa | Fremont, Nebraska | 101.58 | |
| | Missouri Valley | California Junction | 5.84 | |
| Total mileage operated | | | | 107.42 |
| Total mileage operated in Iowa | | | | 80.47 |



## CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES, June 30, 1889. | MARKET PRICE OF SHARES, Average for the year. | DIVIDENDS DECLARED DURING YEAR. Rate. | DIVIDENDS DECLARED DURING YEAR. Amount. |
|---|---|---|---|---|---|---|---|
| CAPITAL STOCK— | | | | | | | |
| Common | $ 100.00 | $6,000,000.00 | $1,890,400.00 | Not listed | | None. | |
| Preferred | 100.00 | | 160,000.00 | Has no marketable value. Not listed. | | *7 | $ 11,830.00 |
| Total | | | $ 2,068,400.00 | | | | $ 11,830.00 |

*Interest bearing stock, viz: Rate 7 per cent; amount, $11,830.

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | GIVE PARTICULARS AND EXPLANATIONS. |
|---|---|---|---|
| ISSUED FOR CONSTRUCTION— | | | |
| Common | $ 18,994.00 | Not known. | |
| Issued for purchase of the road between Missouri Valley and California Junction | 1,090.00 | | |
| Total | $ 20,084.00 | | |

| | | |
|---|---|---|
| Amount of stock per mile of road | | $ 19,255.36 |
| Amount of stock representing the road in Iowa (proportional) | | 1,549,470.75 |
| Amount of stock held in Iowa | $ 2,500.00 | |
| Total number of stockholders | 99 | |
| Number of stockholders in Iowa | 5 | |

## FUNDED DEBT.

### COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | INTEREST. | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Date of issue. | When due. | | | | | Rate. | When payable. | Amount during year. | Amount unpaid. |
| First mortgage | Jan. 1, 1868 | Jan. 1, 1898 | $1,628,000.00 | $ 1,628,000.00 | $1,628,000.00 | | 6 | Jan. and July | $ 97,680.00 | $ 122,145.00 |
| U. S. Government lien | Mar. 19, 1868 | Mar. 10, 1898 | 792,000.00 | 792,000.00 | 792,000.00 | | 6 | | | |
| U. S. Government lien | Mar. 30, 1868 | Mar. 30, 1898 | 320,000.00 | 320,000.00 | 320,000.00 | * | 6 | On maturity | | |
| U. S. Government lien | Mar. 3, 1869 | Mar. 3, 1899 | 516,320.00 | 516,320.00 | 516,320.00 | | 6 | bonds | 97,699.20 | |
| Total | | | $3,256,320.00 | $ 3,256,320.00 | $3,256,320.00 | | | | $ 195,379.20 | $ 122,145.00 |
| Proportional amount of funded debt represented in Iowa | | | 2,439,359.53 | 2,439,359.53 | 2,439,359.53 | | | | 146,354.05 | 91,406.38 |

*Not known.

### RECAPITULATION OF FUNDED DEBT.

| ACCOUNT. | Amount issued. | Amount outstanding. | INTEREST. | |
|---|---|---|---|---|
| | | | Amount accrued during year. | Amount paid during year. |
| Bonds | $ 3,256,320.00 | $ 3,256,320.00 | $ 195,379.20 | $ 122,145.00 |
| Total | $ 3,256,320.00 | $ 3,256,320.00 | $ 195,379.20 | $ 122,145.00 |



## CURRENT ASSETS AND LIABILITIES.

### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---|
| Cash | $ 83,020.00 |
| Due from agents | 61,859.17 |
| Net traffic balances due from other companies | 25,754.66 |
| Total | $ 160,184.73 |
| Materials and supplies on hand, $10 581.74. | |

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1899.

| | |
|---|---|
| Audited vouchers and accounts | $ 41,655.63 |
| Wages and salaries | 28,696.36 |
| Matured interest coupons unpaid | 74,610.00 |
| Balance—cash assets | 24,772.74 |
| Total | $ 169,184.73 |

## RECAPITULATION.

### FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| | | To Railroads. | To other Properties. | Miles. | Amount. | |
| Capital stock | $ 2,068,400.00 | $ 2,068,400.00 | | 107.42 | $ 19,255.26 | |
| Bonds | 3,256,320.00 | 3,256,320.00 | | 107.42 | 30,313.90 | |
| Total | $ 5,324,720.00 | $ 5,324,720.00 | | 107.42 | $ 49,569.16 | |

### MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| NAME OF ROAD. | CAPITAL STOCK. | FUNDED DEBT. | CURRENT LIABILITIES. | TOTAL. | AMOUNT PER MILE OF ROAD. | |
|---|---|---|---|---|---|---|
| | | | | | Miles. | Amount. |
| Sioux City & Pacific Railroad Company | $ 2,068,400.00 | $ 3,256,320.00 | $ 144,911.99 | $ 5,469,631.99 | 107.42 | $ 50,918.19 |
| Grand total | $ 2,068,400.00 | $ 3,256,320.00 | $ 144,911.99 | $ 5,469,631.99 | 107.42 | $ 50,918.19 |
| Grand total for Iowa—proportional | 1,549,470.75 | 2,439,350.53 | 108,555.83 | 4,097,386.11 | 80.47 | 50,918.19 |



### PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. | | | Credits, property and material sold. | Differences or net additions to property, etc. |
|---|---|---|---|---|---|
| | Included in operating expenses. | Not included in operating expenses. | Total expenditures. | | |
| CONSTRUCTION— | | | | | |
| Fences | | $ 480.15 | $ 480.15 | | $ 480.15 |
| Buildings, furniture and fixtures | | 18,955.34 | 18,955.34 | | 18,955.34 |
| Shop machinery and tools | | 4,008.28 | 4,008.28 | | 4,008.28 |
| Sidings and yard extensions | | 20,067.47 | 20,067.47 | | 20,067.47 |
| Total construction | | $ 43,771.14 | $ 43,771.14 | | $ 43,771.14 |
| Expended for construction in Iowa—proportional | | 22,780.64 | 22,780.64 | | 22,780.64 |

### COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888. * | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| CONSTRUCTION— | | | | |
| Fences | $ 480.15 | $ 480.15 | | |
| Buildings, furniture and fixtures | 18,955.34 | 18,955.34 | | |
| Shop machinery and tools | 4,008.28 | 4,008.28 | | |
| Sidings and yard extensions | 20,067.47 | 20,067.47 | | |
| Total construction | $ 43,771.14 | $ 43,771.14 | | |
| Grand total cost construction and equipment | $ 5,508,866.64 | $ 43,771.14 | $ 5,597,466.78 | $ 52,108.34 |
| Cost of construction and equipment of road in Iowa (proportional) | | | $ 4,193,159.07 | $ 52,108.34 |

* Impossible to give the detail of cost of road and equipment.

## INCOME ACCOUNT.

| | | |
|---|---|---|
| Gross earnings from operation | $ 559,974.73 | |
| Less operating expenses | 333,366.33 | |
| Income from operation | | $ 226,608.40 |
| Rentals of tracks, yards and terminals | $ 13,441.23 | |
| Miscellaneous income, less expenses | 3,065.96 | |
| Income from other sources | | 16,505.19 |
| Total income | | $ 243,113.59 |
| Deductions from income: | | |
| Interest on funded debt accrued | $ 195,379.20 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for | 5,573.13 | |
| Taxes | 14,076.63 | |
| Other deductions, interest on preferred stock | 11,830.00 | |
| Total deductions from income | | $ 226,858.96 |
| Net income | | $ 16,254.63 |
| Surplus from operations of year ending June 30, 1889 | | 16,254.63 |
| Deficit on June 30, 1888 | | 1,460,626.58 |
| Deficit on June 30, 1889 | | $ 1,444,371.95 |
| Taxes for Iowa | $ 10,737.87 | |



## EARNINGS FROM OPERATION.

| | | |
|---|---|---|
| PASSENGER. | | |
| Passenger revenue | | $ 251,154.77 |
| Less repayments: | | |
| Tickets redeemed | $ 313.24 | |
| Excess fares refunded | 12.44 | |
| Total deductions | | $ 325.68 |
| Total passenger revenue | | $ 250,829.09 |
| Mail | | 23,028.12 |
| Express | | 10,125.42 |
| Extra baggage and storage | | 4,535.78 |
| Other items | | 300.00 |
| Total passenger earnings | | $ 288,818.41 |
| FREIGHT: | | |
| Freight revenue | | $ 272,226.59 |
| Less repayments: | | |
| Overcharge to shippers | $ 5,454.54 | |
| Other repayments | 117.42 | |
| Total deductions | | 5,571.96 |
| Total freight revenue | | $ 266,654.63 |
| Total revenue, $196.88; less overcharges, $36.00 | | 160.88 |
| Total freight earnings | | $ 266,815.51 |
| Total passenger and freight earnings | | $ 555,633.92 |
| OTHER EARNINGS FROM OPERATION— | | |
| Switching charges—balance | | $ 186.50 |
| Rentals not otherwise provided for | | 4,154.31 |
| Total other earnings | | $ 4,340.81 |
| Total gross earnings from operation | | $ 559,974.73 |
| Total gross earnings from operation in Iowa (proportional) | | 419,485.81 |
| Operating expenses per mile of road | | $ 310,339 |
| Operating expenses per train mile, per cent | | 1.08.86 |
| Proportion of operating expenses and taxes for Iowa | | 260,274.95 |
| Percentage of expenses to earnings | | 59.53 |
| Net earnings per train mile | | 69.40 |
| Percentage of earnings to stock and debt | | 2.82 |
| Percentage of earnings to cost of road and equipment | | 3.80 |
| Surplus at the commencement of the year | None. | |
| Surplus at the close of the year | None. | |
| The amount of its own stock owned by the company | None. | |

## RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

| DESIGNATION AND SITUATION OF PROPERTY LEASED. | NAME OF COMPANY USING PROPERTY. | ITEM. | TOTAL. |
|---|---|---|---|
| TRACKS— | | | |
| Missouri Valley & Fremont | Fremont, Elkhorn & Missouri Valley Railroad | $ 13,441.23 | |
| Total | | $ | $ 13,441.23 |
| Grand total rentals received | | | $ 13,441.23 |



## MISCELLANEOUS INCOME.

| ITEM. | Gross income. | Loss expenses. | Net miscellaneous income. |
|---|---|---|---|
| Profit and loss—For amounts received for wear and tear on this company's machinery and tools used in repairing foreign company's equipment | $ 3,063.96 | | $ 3,063.96 |
| Total | $ 3,063.96 | | $ 3,063.96 |

## OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | $ 26,845.61 | $ 17,432.15 | $ 44,277.76 |
| Renewals of rails | 1,960.82 | 1,273.20 Cr. | 3,234.08 |
| Renewals of ties | 6,198.86 | 3,966.78 | 10,675.64 |
| Repairs of bridges and culverts | 5,868.63 | 3,810.78 | 9,679.41 |
| Repairs of fences, road-crossings, signs and cattle-guards | 738.26 | 479.38 | 1,217.64 |
| Repairs of buildings | 5,369.21 | 3,486.49 | 8,855.70 |
| Repairs of telegraph | 611.71 | 397.32 | 1,008.93 |
| Total | $ 43,581.40 | $ 28,299.54 | $ 71,881.00 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | $ 7,125.67 | $ 10,555.90 | $ 17,681.57 |
| Repairs and renewals of passenger cars | 5,362.18 | | 5,362.18 |
| Repairs and renewals of freight cars | | 7,062.23 | 7,062.23 |
| Shop machinery, tools, etc. | 5,755.58 | 3,737.37 | 9,492.95 |
| Total | $ 18,443.43 | $ 21,355.50 | $ 40,398.93 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of enginemen, firemen, and roundhousemen | $ 18,217.61 | $ 11,829.58 | $ 30,047.19 |
| Fuel for locomotives | 23,529.37 | 15,278.76 | 38,808.13 |
| Water-supply for locomotives | 1,060.79 | 688.83 | 1,749.62 |
| All other supplies for locomotives | 1,171.54 | 760.73 | 1,932.27 |
| Wages of other trainmen | 10,034.06 | 7,021.54 | 17,055.60 |
| All other train supplies | 1,964.87 | 1,275.89 | 3,240.76 |
| Wages of switchmen, flagmen and watchmen | 5,837.30 | 3,790.44 | 9,627.74 |
| Expense of telegraph, including train dispatchers and operators | 5,086.23 | 3,302.73 | 8,388.96 |
| Wages of station agents, clerks and laborers | 20,670.27 | 13,428.05 | 34,107.32 |
| Station supplies | 1,207.72 | 824.19 | 2,030.91 |
| Car mileage—balance | 4,716.81 | 20,865.28 | 25,582.09 |
| Loss and damage | 35.50 | 1,739.26 | 1,774.76 |
| Injuries to persons | 3,569.89 | 15,103.22 | 18,412.61 |
| Total | $ 96,904.46 | $ 96,477.50 | $ 193,381.96 |

OPERATING EXPENSES—CONTINUED.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| GENERAL EXPENSES— | | | |
| Salaries of officers | $ 3,544.81 | $ 2,401.82 | $ 5,946.63 |
| Salaries of clerks | 4,542.84 | 2,949.88 | 7,492.72 |
| General office expenses and supplies | 1,478.30 | 959.53 | 2,438.34 |
| Agencies, including salaries and rent | 1,350.92 | 881.00 | 2,231.92 |
| Advertising | 338.98 | 220.11 | 559.09 |
| Commissions | 1,294.53 | ..... | 1,294.53 |
| Insurance | 1.80 | 1.17 | 2.97 |
| Expense of traffic associations | 410.06 | 266.27 | 676.33 |
| Rentals not otherwise provided for | 558.98 | 362.97 | 921.95 |
| Legal expenses | 1,352.74 | 878.40 | 2,231.14 |
| Stationery and printing | 2,424.13 | 1,574.10 | 3,998.22 |
| Total | $ 17,306.78 | $ 10,397.66 | $ 27,704.44 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | $ 43,581.46 | $ 28,299.54 | $ 71,881.00 |
| Maintenance of equipment | 18,443.43 | 21,955.50 | 40,398.93 |
| Conducting transportation | 95,004.46 | 90,477.50 | 185,481.96 |
| General expenses | 17,306.78 | 10,397.66 | 27,704.44 |
| Grand total | $ 176,336.13 | $ 157,130.20 | $ 333,366.33 |
| Proportional operating expenses in Iowa | $ 122,021.23 | $ 117,708.68 | $ 249,729.91 |
| Percentage of operating expenses to earnings | 69.56 | 58.42 | 59.59 |

## FENCING IN IOWA.

| | | |
|---|---|---|
| How miles of fencing have you on your road in Iowa | | 78.7 |
| What is the average cost per mile, about | $ | 196.80 |
| What is the total cost of same, about | | 15,488.16 |
| How many miles of new fencing have you built during the year | | None. |
| Give the number of miles needed to complete your fencing in Iowa | | None. |



## GENERAL BALANCE SHEET.

DEBIT.

| | | |
|---|---|---|
| Cost of road | $ 5,597,466.78 | |
| Cost of equipment | | |
| Cash and current assets | 169,184.73 | |
| OTHER ASSETS: | | |
| Materials and supplies | 110,541.74 | |
| DUE FROM UNITED STATES GOVERNMENT: | | |
| Adjudicated | 107,537.02 | |
| Not yet adjudicated | 93,979.97 | |
| Profit and loss | 1,444,371.95 | |
| Total | | $ 7,523,082.19 |

CREDIT.

| | | |
|---|---|---|
| Capital stock | $ 2,058,400.00 | |
| Funded debt | 1,628,000.00 | |
| United States government lien | 1,628,220.00 | |
| Current liabilities | 144,911.99 | |
| Accrued interest on preferred stock | 2,937.51 | |
| Interest on United States government lien | 2,050,402.69 | |
| Total | | $ 7,523,082.19 |

## CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| NET INCOME: | | |
| From operation | $ 226,608.40 | |
| From other sources | 16,505.19 | |
| Total | | $ 243,113.59 |
| INCREASE IN LIABILITIES: | | |
| Increase in current liabilities | 17,363.66 | |
| Total | | $ 17,363.66 |
| DECREASE IN ASSETS: | | |
| Cash assets | 59,540.23 | |
| Total | | $ 59,540.23 |
| Grand total | | $ 320,017.48 |

RESOURCES ACCOUNTED FOR.

| | | |
|---|---|---|
| FIXED CHARGES: | | |
| Interest on funded debt paid | $ 122,145.00 | |
| Other interests paid | 17,403.13 | |
| Taxes | 14,076.63 | |
| Total | | $ 153,624.76 |
| BETTERMENTS TO PROPERTY: | | |
| Other permanent improvements | $ 43,771.14 | |
| Total | | $ 43,771.14 |
| INCREASE IN ASSETS: | | |
| Cash on hand | $ 59,401.75 | |
| Other assets | 40,159.81 | |
| Total | | $ 122,621.58 |
| Grand total | | $ 320,017.48 |

## CONTRACTS, AGREEMENTS, ETC.

### EXPRESS COMPANIES.

This company has a contract with Wells, Fargo & Company, dated November 22, 1886 by which the express company agrees to pay 20 cents per mile per day, thirty days per month, for the carriage of an average daily weight of 6,000 pounds of express matter (4,000 pounds westward and 2,000 pounds eastward) and 30 cents per hundred pounds per 100 miles for any excess of weight over the line between Missouri Valley and Fremont. The express business over the line between Missouri Valley and Sioux City is done by the American Express Company. They pay tariff rates, having no written contract.

### MAILS.

This company carries the United States mails upon orders of the Post-office Department for such compensation as may be from time to time fixed.

### SLEEPING, PARLOR OR DINING CAR COMPANIES.

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. No written contract.

### OTHER RAILROAD COMPANIES.

This company has an agreement with the Fremont, Elkhorn & Missouri Valley Railroad Company, under date of November 1, 1884, giving to that company the right to joint use with this company of this company's track between Missouri Valley and Fremont.

### TELEGRAPH COMPANIES.

The contract with the Western Union Telegraph Company, dated April 1, 1871, leases to that company this company's telegraph line for a term of twenty-five years, and provides that this company shall have the use of sufficient wires and facilities for the business of the railroad under certain regulations as to their use.



SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | Miles. | Amount of mortgage per mile of line. | What equipment mortgaged. | What interstate mortgaged. | What secures miles mortgaged. |
|---|---|---|---|---|---|---|
| First mortgage bonds | From Sioux City to Fremont | 103.58 | $6,000.77 | All. | | |
| U. S. subsidy bonds—second mortgage | From Sioux City to Fremont | 101.36 | $6,259.36 | All. | | |

## EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers | 15 | $ 5,497.12 | $ |
| General office clerks | 30 | 32,943.28 | 2.98 |
| Station agents | 17 | 11,633.58 | 2.21 |
| Other station men | 42 | 23,817.60 | 1.82 |
| Engineers | 15 | 17,743.05 | 3.82 |
| Firemen | 10 | 12,185.43 | 2.46 |
| Conductors | 11 | 9,729.97 | 2.87 |
| Other trainmen | 24 | 13,771.68 | 1.88 |
| Machinists | 36 | 26,295.10 | 2.26 |
| Carpenters | 62 | 39,871.75 | 2.08 |
| Other shopmen | 192 | 94,904.10 | 1.60 |
| Section foremen | 19 | 9,654.03 | 1.64 |
| Other trackmen | 80 | 34,356.07 | 1.37 |
| Switchmen, flagmen, and watchmen | 58 | 18,236.45 | 2.11 |
| Telegraph operators and dispatchers | 13 | 8,265.04 | 2.07 |
| All other employes and laborers | 18 | 13,708.05 | 2.47 |
| Total | 624 | $ 371,862.15 | |
| DISTRIBUTION OF ABOVE— | | | |
| General administration | Cannot give this information. | | |
| Maintenance of way and structures | | | |
| Maintenance of equipment | | | |
| Conducting transportation | | | |
| Total | | | |

| | | |
|---|---|---|
| Number of employes in Iowa | | 517 |
| Amount paid employes in Iowa | $ | 301,483.89 |



## PASSENGER, FREIGHT, AND TRAIN MILEAGE.

| | | | |
|---|---|---|---|
| **PASSENGER TRAFFIC:** | | | |
| Number of passengers carried earning revenue | 230,300 | | |
| Number of passengers carried one mile | 9,590,187 | | |
| Average distance carried, miles | 42 | | |
| Total passenger revenue | | $ | 250,820.09 |
| Average amount received from each passenger | | | 1.08.914 |
| Average receipts per passenger per mile | | | .02.614 |
| Estimated cost of carrying each passenger one mile | | | .01.837 |
| Passenger earnings per mile of road | | | 2,688.08 |
| Passenger earnings per train mile | | | 1.55.545 |
| **FREIGHT TRAFFIC:** | | | |
| Number of tons carried of freight earning revenue | 450,220 | | |
| Number of tons carried one mile | 17,961,068 | | |
| Average distance haul of one ton, miles | 40 | | |
| Total freight revenue | | $ | 266,654.63 |
| Average amount received for each ton of freight | | | .59.228 |
| Average receipts per ton per mile | | | .01.484 |
| Estimated cost of carrying one ton one mile | | | 00.875 |
| Freight earnings per mile of road | | | 2,483.85 |
| Freight earnings per train mile | | | 2.21.333 |
| **PASSENGER AND FREIGHT:** | | | |
| Passenger and freight earnings | | $ | 555,633.92 |
| Passenger and freight earnings per mile of road | | | 5,172.53 |
| Expense per mile of road | | | 3,103.39 |
| Total earnings per mile of road, including mails, express etc | | | 5,212.95 |
| Number of passenger trains | 3,430 | | |
| Number of freight trains | 2,047 | | |
| **TRAIN MILEAGE:** | | | |
| Miles run by passenger trains | 185,681 | | |
| Miles run by freight trains | 120,554 | | |
| Total mileage trains earning revenue | 306,235 | | |
| Miles run by switching trains | 131,340 | | |
| Miles run by construction and other trains | 7,106 | | |
| Grand total train mileage | 444,690 | | |
| Mileage of loaded freight cars—north or east | 841,072 | | |
| Mileage of loaded freight cars—south or west | 659,219 | | |
| Mileage of empty freight cars—north or east | 250,049 | | |
| Mileage of empty freight cars—south or west | 522,829 | | |
| Average number of freight cars in train | 18.9 | | |
| Average number of loaded cars in train | 12.5 | | |
| Average number of empty cars in train | 6.4 | | |
| Average number of tons of freight in train | 149 | | |
| Average number of tons of freight in each loaded car | 12 | | |

Average number of tons in cars when shipped in car lots.
About four and eight tenths tons.

Average number of tons in cars when in less than car lots.
No record kept.

What per cent does the local freight business of Iowa bear to total freight business of of the entire line?

No statistics have been kept by this company showing a distinction of local from other freight earnings.

What per cent does local freight business of Iowa bear to freight originating on your line in Iowa and passing outside the State?

No statistics have been kept by company showing distinction, etc.

What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?

No statistics have been kept by company showing distinction, etc.

What per cent does local freight business bear to freight moved across the State from points outside to points inside the State?

No statistics have been kept by company showing distinction, etc.

What per cent of freight received at each station on your road is local and what per cent inter-State?

No statistics have been kept by company showing distinction, etc.

What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

Divided on a basis of mileage pro rata.

What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

Divided on a basis of mileage pro rata.

What proportion of earning is credited to Iowa, on business originating outside the State and destined to points within the State?

Divided on a basis of mileage pro rata.

What proportion of earnings is credited to each branch line of your road, on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?

Divided on a basis of mileage pro rata.

Give the amount and kind of freight furnished by each branch line to your main line.

No record kept.

Same for passengers.

No record kept.



## FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | 46,708 | 27,096 | 73,804 | 16.39 |
| Flour | 1,384 | 1,852 | 3,236 | .72 |
| Other mill products | 548 | 98 | 646 | .14 |
| Hay | 2,571 | 416 | 2,987 | .66 |
| Tobacco | 11 | 210 | 221 | .05 |
| Fruit and vegetables | 1,583 | 7,756 | 9,341 | 2.07 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | 23,380 | 13,973 | 37,353 | 8.32 |
| Dressed meats | 30 | 55 | 81 | .02 |
| Other packing-house products | 12,881 | 3,555 | 16,436 | 3.65 |
| Poultry, game, and fish | 3 | 28 | 31 | .01 |
| Wool | 13 | 8 | 21 | ..... |
| Hides and leather | 423 | 138 | 561 | .12 |
| PRODUCTS OF MINES— | | | | |
| Anthracite coal | 1,620 | 9,450 | 11,076 | 2.46 |
| Bituminous coal | 1,503 | 162,215 | 163,718 | 36.36 |
| Coke | 282 | 166 | 448 | .09 |
| Ores | 220 | 34 | 254 | .05 |
| Stone, sand, and other like articles | 2,325 | 8,367 | 10,792 | 2.40 |
| PRODUCTS OF FOREST— | | | | |
| Lumber | 7,109 | 50,754 | 57,863 | 12.85 |
| MANUFACTURES— | | | | |
| Petroleum and other oils | 250 | 2,672 | 2,922 | .65 |
| Sugar | 67 | 1,177 | 1,244 | .28 |
| Iron, pig and bloom | 20 | 50 | 70 | .10 |
| Iron and steel rails | 907 | 839 | 1,746 | .39 |
| Other castings and machinery | 393 | 1,443 | 1,836 | .40 |
| Bar and sheet metal | ..... | 56 | 56 | .01 |
| Cement, brick, and lime | 9,055 | 2,806 | 11,802 | 2.64 |
| Agricultural implements | 320 | 770 | 1,085 | .24 |
| Wagons, carriages, tools, etc | 50 | 230 | 280 | .06 |
| Wines, liquors and beers | 65 | 1,499 | 1,564 | .35 |
| Household goods and furniture | 1,200 | 2,259 | 3,619 | .80 |
| MERCHANDISE | 5,572 | 16,664 | 22,236 | 4.94 |
| MISCELLANEOUS— | | | | |
| Other commodities not mentioned above | 1,583 | 11,191 | 12,774 | 2.84 |
| Total tonnage | 122,483 | 327,737 | 450,220 | 100 |

## TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT BLAIR, NEBRASKA, FOR THE YEAR ENDING JUNE 30, 1889.

| | |
|---|---|
| East bound number of tons | 58,726 |
| West bound number of tons | 184,369 |
| Total tons | 243,095 |

## FREIGHT TRAFFIC MOVEMENT—IN IOWA.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | 43,346 | 26,934 | 70,310 | 15.98 |
| Flour | 1,221 | 1,852 | 3,073 | .70 |
| Other mill products | 407 | 98 | 505 | .12 |
| Hay | 2,521 | 416 | 2,937 | .67 |
| Tobacco | 11 | 219 | 230 | .05 |
| Fruit and vegetables | 1,374 | 7,732 | 9,106 | 2.07 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | 22,934 | 13,883 | 35,917 | 8.17 |
| Dressed meats | 1,231 | 55 | 1,286 | .29 |
| Other packing-house products | | | | |
| Poultry, game and fish | 11,548 | 3,562 | 15,110 | 3.44 |
| Wool | 4 | 28 | 32 | .01 |
| Hides and leather | 13 | 8 | 21 | |
| | 414 | 138 | 552 | .13 |
| PRODUCTS OF MINES— | | | | |
| Anthracite coal | 1,280 | 9,450 | 10,730 | 2.44 |
| Bituminous coal | 959 | 162,000 | 162,959 | 37.05 |
| Coke | 224 | 165 | 389 | .09 |
| Ores | 219 | 14 | 233 | .05 |
| Stone, sand, and other like articles | 2,482 | 8,247 | 10,729 | 2.44 |
| PRODUCTS OF FOREST— | | | | |
| Lumber | 6,723 | 50,656 | 57,379 | 13.05 |
| MANUFACTURES— | | | | |
| Petroleum and other oils | 246 | 2,673 | 2,919 | .66 |
| Sugar | 40 | 1,177 | 1,217 | .27 |
| Iron, pig and bloom | 20 | 50 | 70 | .02 |
| Iron and steel rails | 907 | 839 | 1,746 | .40 |
| Other castings and machinery | 280 | 1,441 | 1,721 | .39 |
| Bar and sheet metal | | 36 | 36 | .01 |
| Cement, brick, and lime | 8,593 | 2,830 | 11,563 | 2.63 |
| Agricultural implements | 236 | 767 | 1,003 | .23 |
| Wagons, carriages, tools, etc | 41 | 330 | 371 | .08 |
| Wines, liquors, and beers | 55 | 1,499 | 1,554 | .35 |
| Household goods and furniture | 1,190 | 2,204 | 3,393 | .76 |
| MERCHANDISE | 3,722 | 16,606 | 20,328 | 4.62 |
| MISCELLANEOUS— | | | | |
| Other commodities not mentioned above | 1,812 | 10,606 | 12,418 | 2.82 |
| Total tonnage | 113,291 | 326,565 | 439,856 | 100 |



## DESCRIPTION OF EQUIPMENT.

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. Number. | Kind. | CARS FITTED WITH AUTOMATIC COUPLER. Number. | Kind |
|---|---|---|---|---|---|---|
| LOCOMOTIVES— | | | | | | |
| Passenger | | 5 | 5 | Westinghouse | | |
| Freight | | 6 | | | | |
| Switching | | 1 | | | | |
| Total | | 12 | 5 | | | |
| CARS IN PASSENGER SERVICE— | | | | | | |
| Second-class passenger cars | | 8 | 8 | Westinghouse | 8 | Miller |
| Baggage, express, and postal cars | | 5 | 5 | Westinghouse | 5 | Miller |
| Other cars in passenger service | | 1 | 1 | Westinghouse | 1 | Miller |
| Total | | 14 | 14 | | 14 | |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Box cars | | 100 | | | | |
| Flat cars | | 46 | | | | |
| Stock cars | | 20 | | | | |
| Total | | 166 | | | | |
| CARS IN COMPANY'S SERVICE— | | | | | | |
| Caboose cars | | 12 | | | | |
| Other road cars | | 3 | | | | |
| Total | | 15 | | | | |
| Grand total | | 185 | | | | |

## MILEAGE.

### A. MILEAGE OF ROAD OPERATED

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track | 107.42 | | | | | | 107.42 | | 17.98 | 89.44 |
| Miles of yard track, sidings and spurs | 26.35 | | | | | | 26.35 | 3.46 | 24.03 | 2.32 |
| Total mileage operated (all tracks) | 133.77 | | | | | | 133.77 | 3.46 | 42.01 | 91.76 |

### B. MILEAGE OF LINE BY STATES AND TERRITORIES.

#### I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | New line constructed during year. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Iowa | 80.47 | | | | | | 80.47 | | 17.98 | 62.49 |
| Nebraska | 26.95 | | | | | | 26.95 | | | 26.95 |
| Total mileage owned (single track) | 107.42 | | | | | | 107.42 | | 17.98 | 89.44 |

#### II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Iowa | 80.47 | | | | | | 80.47 | | 17.98 | 62.49 |
| Nebraska | 26.95 | | | | | | 26.95 | | | 26.95 |
| Total mileage operated (single track) | 107.42 | | | | | | 107.42 | | 17.98 | 89.44 |



### RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. Kind. | Tons. | Weight per yard, lbs. | Average price per ton at distributing point. | NEW TIES LAID DURING YEAR. Kind. | Number. | Average price at distributing point. |
|---|---|---|---|---|---|---|
| Steel | 903,930 | 60 | $ 34.00 | Oak | 2,278 | $ .50 |
| | | | | Cedar | 19,885 | .44 |
| Total steel | 903,930 | 60 | $ 34.00 | Total | 22,153 | $ .45 |

### CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | Wood, cords—soft. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|
| Passenger | 5,318.00 | 225.07 | 5,430.53 | 188,078 | 57.75 |
| Freight | 3,501.20 | 251.00 | 3,716.70 | 125,334 | 59.31 |
| Switching | 3,754.44 | 232.41 | 3,885.64 | 131,310 | 59.17 |
| Construction | 216.18 | 57.05 | 244.70 | 7,233 | 67.66 |
| Total | 12,879.82 | 795.53 | 13,277.57 | 451,994 | 58.75 |
| Average cost at distributing point | $ 3.10 | $ 3.49 | | | |

### ACCIDENTS TO PERSONS IN IOWA.

| KIND OF ACCIDENT | EMPLOYES. TRAINMEN. Killed. | TRAINMEN. Injured. | SWITCHMEN, FLAGMEN, AND WATCHMEN. Killed. | SWITCHMEN, FLAGMEN, AND WATCHMEN. Injured. | OTHER EMPLOYES. Killed. | OTHER EMPLOYES. Injured. | TOTAL. Killed. | TOTAL. Injured. |
|---|---|---|---|---|---|---|---|---|
| Coupling and uncoupling | | 7 | | 2 | | | | 9 |
| Collisions | | 1 | | | | 2 | | 1 |
| Other train accidents | | | | | | 1 | | 2 |
| At stations | | 3 | | | | | | 4 |
| Other causes— | | | | | | | | |
| Handling car wheels, ties, etc. | | | | | | 10 | | 10 |
| Operating machinery at shops | | | | | | 9 | | 9 |
| Fell in pit of hot water at shops | | | | | | 1 | | 1 |
| Embankment of earth caved in | | | | | | 1 | | 1 |
| Fell from hand-car | | | | | | 1 | | 1 |
| Fell into coal pit | | | | | | 1 | | 1 |
| Total | | 11 | | 2 | | 26 | | 39 |

ACCIDENTS TO PERSONS IN IOWA—CONTINUED.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Other train accidents | | | | | | | | |
| At stations | | 1 | 1 | 3 | | 1 | 1 | 4 |
| Total | | 1 | 1 | 3 | | 1 | 1 | 5 |

ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYES. | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN AND WATCHMEN. | | OTHER EMPLOYES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling | | 8 | | 2 | | | | 10 |
| Falling from trains and engines | | 1 | | | | | | 1 |
| Collisions | | 1 | | | | | | 1 |
| Other train accidents | | | | | | 1 | | 1 |
| At stations | | | | | | 2 | | 2 |
| Other causes— | | 3 | | | | | | 3 |
| Handling car wheels, ties, etc. | | | | | | 1 | | 1 |
| Operating machinery at shops | | | | | 10 | | | 10 |
| Fell in pit of hot water at shops | | | | | 9 | | | 9 |
| Embankment of earth caved in | | | | | 1 | | | 1 |
| Fell from hand-car | | | | | 1 | | | 1 |
| Fell into coal pit | | | | | 1 | | | 1 |
| Total | | 13 | | 2 | 27 | 1 | | 42 |

ACCIDENTS TO PERSONS—CONTINUED.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Other train accidents | | | | | | | | |
| At stations | | 1 | 1 | 2 | | | 1 | 3 |
| Total | | 1 | 1 | 3 | | | 1 | 3 |



CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Ascending grades. | | | Descending grades. | | | |
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | Length of level line—miles. | Number. | Sum of ascents—feet. | Aggregate length of ascending grades—miles. | Number. | Sum of descents—feet. | Aggregate length of descending grades—miles. |
| Missouri Valley | Fremont | 37.61 | 25 | 6.47 | 31.14 | 11.78 | 39 | 389.00 | 10.71 | 16 | 209.50 | 6.13 |
| Sioux City | California Junction | 60.81 | 11 | 3.84 | 65.97 | 25.21 | 5 | 33.40 | 2.22 | 44 | 125.60 | 42.38 |
| | State Line | 10.47 | 1 | .04 | 10.49 | 3.52 | 35 | 16.00 | 4.57 | 3 | 6.00 | 285 |
| Total | | 107.42 | 34 | 10.31 | 97.11 | 39.99 | 44 | 482.40 | 21.65 | 60 | 335.10 | 48.56 |

CHARACTERISTICS OF ROAD IN IOWA.

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sioux City | California Junction | 60.81 | 11 | 3.84 | 65.97 | 25.21 | 5 | 33.40 | 2.22 | 44 | 125.60 | 42.38 |
| Missouri Valley | State Line | 10.47 | 1 | .04 | 10.49 | 3.52 | 35 | 16.00 | 4.57 | 5 | 6.00 | 285 |
| Total | | 80.38 | 12 | 8.86 | 76.46 | 30.85 | 31 | 49.40 | 6.79 | 49 | 131.60 | 42.66 |

### CHARACTERISTICS OF ROAD IN IOWA—CONTINUED.

BRIDGES—
Number combination ..... 2

TRESTLES—
Number ..... 53
Aggregate length, feet ..... 4,531

GAUGE OF TRACK—
Four feet and eight and one half inches.

TELEGRAPH—
Owned by this company, 80 miles of line.
Owned by this company, 80 miles of wire.
Operated by this company, for this company's business only, 80 miles of line.
Operated by this company, for this company's business only, 106 miles of wire.
Operated by Western Union Telegraph Company, 80 miles of line.
Operated by Western Union Telegraph Company, 150 miles of wire.

### CHARACTERISTICS OF ROAD—CONTINUED.

BRIDGES—
Number combination ..... 3

TRESTLES—
Number ..... 102
Aggregate length, feet ..... 8,901

GAUGE OF TRACK—
Four feet and eight and one half inches.

TELEGRAPH—
Owned by this company, 107 miles of line.
Owned by this company, 113 miles of wire.
Operated by this company, for this company's business only, 107 miles of line.
Operated by this company, for this company's business only, 188 miles of wire.
Operated by Western Union Telegraph Company, 107 miles of line.
Operated by Western Union Telegraph Company, 176 miles of wire.

What provisions, if any, has been made by this road for the payment of its funded debt?
None.

What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.
Passenger depot, Missouri Valley. Chicago & Northwestern Railway Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic:
Western Freight Association, Inter-State Commerce Railway Association, Western Weighing Railway Association, Western Classification Committee, Western States Passenger Association and Trans-Missouri Association.

Name all the companies commonly called fast freight lines, of which this road is a member, or which operate over the line of this road:
The Sioux City & Pacific Railroad is not a member of any fast freight line, but all may run its cars over this line.

### LANDS—CONGRESSIONAL GRANT.

This Company has no lands in Iowa, received from Congressional or other grants (excepting for its right of way). It appearing from the records of the company, that all were sold prior to 1872.



### QUESTIONS FOR GENERAL INFORMATION.

The cost and actual present cash value of road and equipment including permanent way, buildings and rolling-stock, all real estate used exclusively in operating the road, and all fixtures and conveniences for transacting its business.
The cost of the property is $5,507,466.78. Its actual present cash value is not known.
The average amount of tonnage that can be carried on your road in the State by an engine of given weight.
Two hundred and thirty tons by an engine of 32 tons weight.

Section 4, chapter 77 of the laws of the Seventeenth General Assembly, says that the said Railroad Commissioners shall, on the first Monday of December, make a report to the Governor, etc.

The tenth clause of the section says the report shall contain such statistics of the road and its transportion business for the year as may, in the judgment of the Commissioners, be necessary and proper for the information of the General Assembly, or AS MAY BE REQUIRED BY THE GOVERNOR.

Under the provisions of this clause, the Governor has submitted questions contained n the following letter, which y ou will please answer:

STATE OF IOWA,
EXECUTIVE OFFICE, DES MOINES, August 5, 1880.

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

GENTLEMEN—I must again request that you obtain and incorporate into your next annual report the following information as to every railroad company doing business in this State, viz.:

1. The names of all persons who were stockholders on the 30th day of June, 1880; their place of residence, and the amount of stock owned by each.

2. The salary paid to its general officers, as President, Vice-president, Secretary, Treasurer, Auditor, General Manager and Assistants, Traffic Manager, General Freight Agent, General Solicitor, and Division Superintendents.

3. The average daily wages paid to its employes, as station agents, conductors, brakemen, engineers, firemen, flagmen, section men, etc.

4. The names of its regular attorneys in this State, the salary and other compensation of each; also the names of all other attorneys in the State retained by the road during the past year, and the retaining fee, per diem, or other compensation or emolument whatsoever received by each.

5. The number and total mileage of so-called one and two thousand mile tickets issued to persons in this State for other than cash compensations; also, whether the cash value of all mileage tickets is included in its report of gross receipts.

This information is of importance to the State as well as of great interest to the public. More publicity in the management of corporation affairs is necessary. It is a wise law that compels national banks to post up at their places of business a list of their stockholders; and there is certainly no good reason why the State and the public should not know who the owners of the railroads are that avail themselves of the State's franchises, do business under its laws and rely upon it for protection.

It is also essential that the mileage tickets issued by the various companies to editors, to its attorneys and to its employes, in lieu of other compensation be reported to the State. There is reason to believe that it is the practice of some companies not to include the value of such mileage in their reports of total earnings, upon which the classification of railroads for the purpose of regulating their tariff is based.

You will please direct the attention of the various companies to the provisions of section 5, chapter 77, laws of the Seventeenth General Assembly; and should any of them fail to furnish the information required, I shall thank you to promptly report to me the names of such delinquents.

Yours truly,

WM. LARRABEE.

The questions contained in the letter of the governor, dated August 5, 1889, are not answered because sections 4 and 5, of chapter 77, of the laws of the Seventeenth General Assembly, have been repealed by sections 22 and 23 of the act to regulate railroad corporations, etc., approved April 5, 1888.

This report contains information according to the form sent by the Railroad Commissioners as far as the books and accounts of the company furnish the facts required by the different items and questions and includes the transactions of the Chicago & Northwestern Railway Company, without regard to whether they are Inter-State or State. We think it proper to state, however, that we understand the law only to require a report as to transportation which begins and ends in the State of Iowa, and to embrace the information specified in section 22, of the act of April 5, 1888, as to that business.

STATE OF ILLINOIS, } ss.
COUNTY OF COOK, }

We, the undersigned, Marvin Hughitt, President, and J. B. Redfield, Auditor, of the Sioux City & Pacific Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

(Signed)

M. HUGHITT,
*President.*

J. B. REDFIELD,
*Auditor.*

Subscribed and sworn to before me this 27th day of September, 1889.

[SEAL.] DANIEL D. BATHRICK,
*Notary Public.*

# ANNUAL REPORT

OF THE

# CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA R'Y CO.,

TO THE

# BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

## HISTORY.

Name of common carrier making this report:
Chicago, St. Paul, Minneapolis & Omaha Railway Company.

Under laws of what government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:

The Chicago, St. Paul, Minneapolis & Omaha Railway Company was formed by consolidation of the Chicago, St. Paul & Minneapolis Railway Company and the North Wisconsin Railway Company, by articles of consolidation dated May 25, A. D. 1880, filed same day. The first named company was organized under chapter 119 general laws of Wisconsin for 1872, as amended by chapter 114, general laws of said State for 1877, by the purchasers at a foreclosure sale of the property of the West Wisconsin Railway Company, originally incorporated by special act of the Wisconsin legislature as the Tomah & Lake St. Croix Railroad Company. (Special laws of Wisconsin, 1863, chapter 243.) The North Wisconsin Railway Company was organized by filing November 17, 1871, a certificate of incorporation, under authority of chapter 73, revised statutes of Wisconsin, 1858. For authority to consolidate, see chapter 280, laws of Wisconsin, 1880. By the express terms of the articles of consolidation, the consolidated company was empowered to purchase the lines of railway of the St. Paul & Sioux City Railroad Company in any State or Territory, and on May 9, A. D. 1881, it took a deed of the railways of the last named company in Minnesota, Iowa, Nebraska, and the Territory of Dakota, receiving its authority so to do from chapters 219, 228 and 362, special laws, Minnesota, 1881; section 1, chapter 195, laws Nebraska, 1879; section 450, Dakota code, and the sale was afterward confirmed in Iowa by chapter 119, of Nineteenth General Assembly of that State, 1882. Its articles of consolidation were filed in Nebraska July 11, 1883. The line from Eau Clare to Chippewa Falls (both in Wisconsin), was acquired by purchase from the Eau Claire and & Chippewa Falls Railway Company, December 17, 1883; the line from Chippewa Falls to Chicago Junction (both in Wisconsin), by purchase from the Chippewa Falls & Northern Railway Company, by deeds dated respectively February 13, 1882 and June 11, 1883; the line from Wayne to Randolph (both in Nebraska), was acquired by purchase from the Northeastern Nebraska Railroad Company by deed dated June 8, 1888, and the line from Ashland Junction to Ashland (both in Wisconsin), acquired by deed dated December 9, 1885.

## ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| Marvin Hughitt | Chicago, Illinois | June, 1890. |
| David P. Kimball | Boston, Massachusetts | June, 1890. |
| E. W. Winter | St. Paul, Minnesota | June, 1890. |
| W. L. Scott | Erie, Pennsylvania | June, 1890. |
| C. M. Depew | New York City, New York | June, 1890. |
| M. L. Sykes | New York City, New York | June, 1891. |
| Jno. M. Whitman | Chicago, Illinois | June, 1891. |
| J. H. Howe | St. Paul, Minnesota | June, 1891. |
| Jno. A. Humbird | Hudson, Wisconsin | June, 1891. |
| Albert Keep | Chicago, Illinois | June, 1892. |
| Cornelius Vanderbilt | New York City, New York | June, 1892. |
| Wm. K. Vanderbilt | New York City, New York | June, 1892. |
| H. McK. Twombly | New York City, New York | June, 1892. |

Total number of stockholders at date of last election:
One thousand one hundred and eighty-nine.

Date of last meeting of stockholders for election of directors:
June 9, 1889.

Give post-office address of general office:
St. Paul, Minnesota.

Give post-office address of operating office:
St. Paul, Minnesota.

## OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| President | Marvin Hughitt | Chicago, Illinois. |
| Vice-president | M. L. Sykes | New York City, N. Y. |
| Secretary | E. E. Woodman | Hudson, Wisconsin. |
| Treasurer | M. L. Sykes | New York City, N. Y. |
| Assistant Treasurer | S. O. Howe | New York City, N. Y. |
| Local Treasurer | G. A. Hamilton | St. Paul, Minnesota. |
| Chief Engineer | C. W. Johnson | St. Paul, Minnesota. |
| General Counsel | J. H. Howe | St. Paul, Minnesota. |
| Attorney for Iowa | S. L. Perrin | St. Paul, Minnesota. |
| Auditor | L. A. Robinson | St. Paul, Minnesota. |
| General Manager | E. W. Winter | St. Paul, Minnesota. |
| Traffic Manager | F. B. Clarke | St. Paul, Minnesota. |
| General Freight Agent | J. T. Clark | St. Paul, Minnesota. |
| General Passenger Agent } General Ticket Agent } | T. W. Teasdale | St. Paul, Minnesota. |
| General Superintendent | W. A. Scott | St. Paul, Minnesota. |
| Division Superintendent | J. McCabe | St. Paul, Minnesota. |
| Division Superintendent | H. Spencer | Mankato, Minnesota. |
| Division Superintendent | H. S. Jaynes | Mankato, Minnesota. |
| Superintendent for Iowa | W. A. Scott | St. Paul, Minnesota. |
| Division Superintendent for Iowa | H. Spencer | Mankato, Minnesota. |
| Superintendent of Telegraph | H. C. Hope | St. Paul, Minnesota. |
| General Baggage Agent | E. F. Woode | St. Paul, Minnesota. |
| Land Commissioner | W. H. Phipps | Hudson, Wisconsin. |



## PROPERTY OPERATED.

| NAME. | TERMINALS. FROM— | TERMINALS. TO— | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| MAIN LINE OWNED— | | | | |
| Chicago, St. Paul, Minneapolis & Omaha Railway | Elroy | St. Paul | 195.17 | |
| | North Wisconsin Junction | Bayfield | 178.24 | |
| | Eau Claire | Chicago Junction | 80.62 | |
| | Superior Junction | Itaska street switch | 60.57 | |
| | St. Paul | Le Mars | 243.76 | |
| | Missouri river at Covington, Neb. | Omaha | 122.90 | 881.26 |
| BRANCH LINE OWNED— | | | | |
| Chicago, St. Paul, Minneapolis & Omaha Railway | St. Croix draw bridge | Stillwater switch | 4.55 | |
| | Stillwater Junction | Stillwater | 3.30 | |
| | River Falls Junction | Ellsworth | 24.82 | |
| | Merrillan | Neillsville | 15.37 | |
| | Ashland Junction | Ashland | 4.38 | |
| | Ashland Short Line | | 1.31 | |
| | Lake Crystal | Elmore | 43.48 | |
| | Heron Lake | Pipestone | 55.10 | |
| | Sioux Falls Junction | Mitchell | 130.73 | |
| | Laverne | Doon | 28.00 | |
| | Coburn Junction | Ponca | 16.33 | |
| | Emerson | Norfolk | 46.50 | |
| | Wakefield | Hartington | 33.76 | |
| | Wayne | Randolph | 21.63 | 429.26 |
| LINE OF PROPRIETARY COMPANIES— | | | | |
| Superior Short Line Railway | Superior City | Connor's Point | 8.28 | |
| Superior Short Line Railway of Minnesota | Rice's Point | Duluth | 2.60 | |
| Eau Claire Railway | West Eau Claire | Shaw's Mill | 2.74 | 13.62 |
| LINES OPERATED UNDER TRACKAGE RIGHTS— | | | | |
| St. Louis River Bridge (U. P. R. R.) | West Superior | Rice's Point | 1.59 | |
| St. Paul, Minneapolis & Manitoba Railway | St. Paul | Minneapolis | 11.40 | |
| Minneapolis & St. Louis Railway | Minneapolis | Merriam Junction | 27.00 | |
| Illinois Central Railroad | Le Mars | Sioux City | 25.20 | 65.19 |
| Total mileage operated | | | | 1,380.33 |
| Total mileage operated in Iowa | | | | 90.75 |

NAME OF ALL COAL, BRIDGE, CANAL OR OTHER PROPERTIES, THE PROFIT OR LOSS ONLY FROM WHICH IS INCLUDED IN THE GENERAL BALANCE SHEET.

| NAME. | CHARACTER OF BUSINESS. | TITLE (OWNED, LEASED, ETC.) | STATE OR TERRITORY. |
|---|---|---|---|
| Menomonie Railway Company | Transportation of freight and passengers. | Owned | Wisconsin. |
| Land grants in Wisconsin | | Owned | Wisconsin. |

CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. June 30, 1889. | MARKET PRICE OF SHARES. Average for the year. | DIVIDENDS DECLARED DURING YEAR. Rate. | DIVIDENDS DECLARED DURING YEAR. Amount. |
|---|---|---|---|---|---|---|---|
| CAPITAL STOCK— | | | | | | | |
| Common | $ 100.00 | $ 30,000,000.00 | $ 21,403,293.35 | $ 34.50 | $ 35.50 | | $ |
| Preferred | 100.00 | 20,000,000.00 | 12,646,833.31 | 97.00 | 99.71 | 3 | 337,704.00 |
| Total | | $ 50,000,000.00 | $ 34,050,126.66 | | | | $ 337,704.00 |

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. |
|---|---|---|
| ISSUED FOR CASH— | | |
| Common | 53,464 | $ 2,255,864.73 |
| Preferred | 20,466 | 2,658,853.00 |
| *ISSUED FOR REORGANIZATION— | | |
| Common | 60,331 | |
| Preferred | 29,533 | |
| †ISSUED FOR PURCHASE— | | |
| Common | 62,800 | |
| Preferred | 62,800 | |
| ‡ISSUED AND ON HAND— | | |
| Common | 28,438 | |
| Preferred | 14,869 | |
| Total | 340,701 | $ 4,514,717.73 |

GIVE PARTICULARS AND EXPLANATIONS.

*The Chicago, St. Paul & Minneapolis Railway and the North Wisconsin Railway Companies were consolidated May 25, 1880, under the title of the Chicago, St. Paul, Minneapolis & Omaha Railway Company. The latter company's stock was issued in exchange for the stock of the first named two companies at the rate of one and one third shares Chicago, St. Paul, Minneapolis & Omaha stock for one share of the other companies' stock. †The capital stock of the two companies consolidated was as follows: Chicago, St. Paul & Minneapolis Railway Company common, $4,000,000; preferred, $1,000,000; North Wisconsin Railway Company common, $1,200,000; preferred, $1,200,000.

‡The Chicago, St. Paul, Minneapolis & Omaha Railway Company purchased the St. Paul & Sioux City Railroad May 9, 1881, paying for the same by exchanging its stock for that of the latter company share for share, as follows: Common, $6,280,000; preferred, $6,280,000.

| | | |
|---|---|---|
| Amount of stock per mile of road | | $ 22,753.91 |
| Amount of stock representing the road in Iowa (proportional on mileage basis) | | 1,937,492.20 |
| Amount of stock held in Iowa | 24 shares common. | |
| Total number of stockholders | 1,186 | |
| Number of stockholders in Iowa | 2 | |

## FUNDED DEBT.

### COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. Date of issue. | TIME. When due. | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | INTEREST. Rate. | INTEREST. When payable. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|---|---|---|---|---|---|
| First mortgage | May 9, 1878 | 1918 | | $ 3,000,000.00 | $ 3,000,000.00 | * | 6 | May 1, Nov. 1 | $ 180,000.00 | $ 179,370.00 |
| First mortgage | January, 1880 | 1920 | | 800,000.00 | 800,000.00 | * | 6 | Jan. 1, July 1 | 48,000.00 | 47,570.00 |
| First mortgage | July 1, 1878 | 1903 | | 125,000.00 | 125,000.00 | * | 8 | Jan. 1, July 1 | 10,000.00 | 9,900.00 |
| First mortgage | July 1, 1879 | 1919 | | 6,070,000.00 | 6,070,000.00 | * | 6 | April 1, Oct. 1 | 364,200.00 | 362,820.00 |
| First mortgage | Jan. 1, 1878 | 1908 | | 334,800.00 | 334,800.00 | * | 7 | Jan. 1, July 1 | 23,436.00 | 22,963.50 |
| Consolidated mortgage | June 1, 1880 | 1930 | | 9,359,000.00 | 9,359,000.00 | $9,514,497.96 | 6 | June 1 | 778,425.00 | 778,770.00 |
| Consolidated mortgage | June 1, 1880 | 1930 | | 3,708,000.00 | 3,708,000.00 | † | | | | |
| Total | | | | $ 23,396,800.00 | $ 23,396,800.00 | $9,514,497.96 | | | $1,404,061.00 | $1,401,133.50 |
| Amount of funded debt representing road in Iowa | | | | $ 1,330,946.36 | Proportional on mileage basis. | | | | | |

* Assumed with road.

† In addition to above this company guarantees $75,000.00 (or one half) of the bonds of the Minneapolis Eastern Railway issued in exchange for Chicago, St. Paul & Minnesota Land Grant Income and Equipment bonds.

### RECAPITULATION OF FUNDED DEBT.

| ACCOUNT. | Amount issued. | Amount outstanding. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|
| Bonds | $ 23,396,800.00 | $ 23,396,800.00 | $ 1,404,061.00 | $ 1,401,133.50 |
| Total | $ 23,396,800.00 | $ 23,968,800.00 | $ 1,404,061.00 | $ 1,401,133.50 |



## CURRENT ASSETS AND LIABILITIES.

### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---|
| Cash | $ 1,531,137.00 |
| Bills receivable | 8,151.84 |
| Due from agents | 74,590.53 |
| Net traffic balances due from other companies | 7,015.20 |
| Due from solvent companies and individuals | 908,227.11 |
| Other cash assets | 34,004.24 |
| Total | $ 2,623,126.04 |
| Materials and supplies on hand | 720,575.06 |

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | |
|---|---|
| Audited vouchers and accounts | $ 216,652.67 |
| Wages and salaries | 197,344.81 |
| Dividends not called for (including dividends payable in July) | 225,186.00 |
| Matured interest coupons unpaid | 82,285.75 |
| Rentals due July 1 | 6,829.23 |
| Balance—cash assets | 1,894,827.58 |
| Total | $ 2,623,126.04 |

## RECAPITULATION.

### FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| | | To Railroads. | To other Properties. | Miles. | Amount. | |
| Capital stock | $ 29,819,460.00 | $ 29,819,460.00 | ..... | 1,310.52 | $ 22,753.91 | |
| Bonds | 23,396,800.00 | 23,396,800.00 | ..... | 1,310.52 | 17,853.07 | |
| Total | $ 53,216,260.00 | $ 53,216,260.00 | ..... | 1,310.52 | $ 40,606.98 | |

### MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| NAME OF ROAD. | CAPITAL STOCK. | FUNDED DEBT. | CURRENT LIABILITIES. | TOTAL. | AMOUNT PER MILE OF ROAD. | |
|---|---|---|---|---|---|---|
| | | | | | Miles. | Amount. |
| Chicago, St. Paul, Minneapolis & Omaha Railway | $ 29,819,460.00 | $ 23,396,800.00 | $ 728,208.46 | $ 53,944,558.46 | 1,310.52 | $ 41,162.71 |
| Superior Short Line Railway | 500.00 | ..... | 408,940.06 | 409,440.06 | 8.28 | 49,449.28 |
| Superior Short Line Railway of Minnesota | 600.00 | ..... | 398,693.12 | 399,293.12 | 2.60 | 153,574.28 |
| Eau Claire Railway | 500.00 | ..... | ..... | 500.00 | 2.74 | 182.48 |
| Grand total | $ 29,821,060.00 | $ 23,396,800.00 | $ 1,535,931.64 | $ 54,753,791.64 | 1,324.14 | $ 41,350.45 |
| For Iowa | 1,696,304.00 | $ 1,330,946.36 | $ 41,429.67 | $ 3,068,680.03 | 74.55 | $ 41,162.71 |

Proportional on mileage basis.



### PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. | | | | |
|---|---|---|---|---|---|
| | Included in operating expenses. | Not included in operating expenses. | Total expenditures. | Credits, property and material sold. | Differences or net additions to property, etc. |
| CONSTRUCTION— | | | | | |
| Right of way | $ 27,802.08 | $ 27,802.08 | $ 2,191.32 | $ 25,611.36 | |
| Fences | 30,750.50 | 30,750.50 | ..... | 30,750.50 | |
| Grading and bridge and culvert masonry | 56,055.11 | 56,055.11 | ..... | 56,055.11 | |
| Bridges and trestles | 3,137.08 | 3,137.08 | ..... | 3,137.08 | |
| Buildings, furniture and fixtures | 12,490.28 | 12,490.28 | ..... | 12,490.28 | |
| Shop machinery and tools | ..... | ..... | 1,301.04 | 1,301.04 | |
| Engineering expenses | 7,416.36 | 7,416.36 | ..... | 7,416.36 | |
| Sidings and yard extensions | 102,163.36 | 102,163.36 | 2,447.61 | 99,715.75 | |
| Terminal facilities and elevators | 12,022.32 | 12,022.32 | 6,000.00 | 6,022.32 | |
| Other items | 2,753.11 | 2,753.11 | 15,046.67 | 12,277.56 | |
| Total | $ 255,510.89 | $ 255,510.89 | $ 27,070.64 | $ 228,440.25 | |
| EQUIPMENT— | | | | | |
| Locomotives | $ 72,320.08 | $ 72,320.08 | $ ..... | $ 72,320.08 | |
| Passenger cars | 20,754.00 | 20,754.00 | ..... | 20,754.00 | |
| Combination cars | 2,062.19 | 2,062.19 | ..... | 2,062.19 | |
| Freight cars | 21.21 | 21.21 | ..... | 21.21 | |
| Other cars of all classes | 8,274.49 | 8,274.49 | ..... | 8,274.49 | |
| Floating equipment | 98.00 | ..... | 6,444.00 | 6,440.00 | |
| Rotary steam snow plow | 15,566.75 | 15,566.75 | ..... | 15,566.75 | |
| Total quipment | $ 128,916.72 | $ 128,916.72 | $ 6,444.00 | $ 122,472.72 | |
| Grand total construction and equipment | $ 384,427.61 | $ 384,427.61 | $ 33,514.64 | $ 350,912.97 | |

Expended for construction and equipment, in Iowa, $21,873.93, proportional on mileage basis.

## COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888. | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| CONSTRUCTION— | | | | |
| Right of way | | $ 25,611.36 | | |
| Fences | | 90,760.56 | | |
| Grading and bridge and culvert masonry | | | | |
| Bridges and trestles | | 55,955.11 | | |
| Buildings, furniture and fixtures | | 3,177.08 | | |
| Shop machinery and tools | | 12,490.28 | | |
| Engineering expenses | | 1,391.04 | | |
| Siding and yard extensions | | 7,416.36 | | |
| Terminal facilities and elevators | | 99,715.75 | | |
| Other items | | 6,922.25 | | |
| | | 12,977.50 | | |
| Total construction | | $ 298,440.25 | | |
| EQUIPMENT— | | | | |
| Locomotives | | $ 72,309.08 | | |
| Passenger cars | | 20,754.00 | | |
| Combination cars | | 2,932.10 | | |
| Freight cars | | 21.21 | | |
| Other cars of all classes | | 8,275.40 | | |
| Floating equipment | | 6,444.00 | | |
| Rotary steam snow plow | | 15,536.75 | | |
| Total equipment | | $122,472.72 | | |
| Grand total cost construction and equipment | | | | |
| Less premiums on securities sold | $ 55,916,048.87 | $ 350,912.97 | $56,174,856.54 | $ 42,864.55 |
| | | 92,105.00 | | |
| | | $ 258,807.97 | | |
| Grand total cost construction and equipment of road in Iowa | | | *$3,105,552.20 | |

* Proportional mileage basis.



## INCOME ACCOUNT.

(FOR ROADS MAKING OPERATING REPORTS.)

| | | |
|---|---|---|
| Gross earnings from operation | $ 6,377,469.13 | |
| Less operating expenses | 4,074,255.19 | |
| Income from operation | | $ 2,303,144.94 |
| Interest on bonds owned | $ 4,750.08 | |
| Dividends on stocks owned | 4,200.00 | |
| Rentals of tracks, yards and terminals | 42,225.53 | |
| Miscellaneous income, less expense | 505,345.28 | |
| Income from other sources | | $ 557,520.81 |
| Total income | | $ 2,860,665.75 |
| Deductions from income: | | |
| Interest on funded debt accrued | $ 1,404,061.00 | |
| Rentals, including tracks, yards and terminals | 83,242.38 | |
| Taxes | 252,313.86 | |
| Total deductions from income | | $ 1,739,617.24 |
| Net income | | $ 1,121,048.51 |
| Dividends, 3 per cent preferred stock | $ 337,704.00 | |
| Loss in operating Menominee Railway | 8,842.59 | |
| Total | $ 346,546.59 | |
| Surplus from operations of year ending June 30, 1889 | | $ 774,501.92 |
| Surplus on June 30, 1888 | | 4,527,180.66 |
| Surplus on June 30, 1889 | | $ 5,301,682.58 |
| Iowa earnings | | $ 529,568.77 |
| Total operating expenses | | 477,265.75 |
| Total | | $ 52,303.02 |
| Operating expenses | $ 339,385.46 | |
| Rents | 10,850.00 | |
| Interest | 107,779.50 | |
| Taxes in Iowa | 19,300.79 | |
| Total | $ 477,265.75 | |

## EARNINGS FROM OPERATION.

| | | |
|---|---|---|
| PASSENGER— | | |
| Passenger revenue | | $ 1,080,708.51 |
| Less repayments: | | |
| Tickets redeemed | $ 623.04 | |
| Excess fares refunded | 1,628.68 | |
| Other repayments | 575.45 | |
| Total deductions | | $ 8,827.17 |
| Total passenger revenue | | $ 1,083,881.34 |
| Mail | | $ 129,259.97 |
| Express | | 103,670.56 |
| Extra baggage and storage | | 38,153.31 |
| Total passenger earnings | | $ 1,355,041.18 |
| FREIGHT— | | |
| Freight revenue | | $ 4,441,157.12 |
| Less repayments: | | |
| Overcharge to shippers | $ 59,094.37 | |
| Other repayments | 6,620.19 | |
| Total deductions | | $ 65,644.56 |
| Total freight revenue | | $ 4,375,512.56 |
| Other items | | 10,429.96 |
| Total freight earnings | | $ 4,385,942.52 |
| Total passenger and freight earnings | | $ 6,340,983.70 |
| OTHER EARNINGS FROM OPERATION— | | |
| Car mileage—balance | $ 1,314.29 | |
| Switching charges—balance | 10,061.91 | |
| Rentals not otherwise provided for | 24,440.23 | |
| Total other earnings | | $ 36,416.43 |
| Total gross earnings from operation | | $ 6,377,400.13 |
| Total gross earnings from operation in Iowa | | 529,568.77 |
| Operating expenses per mile of road | $ | 2,939.53 |
| Operating expenses per train mile | | 70.57 |
| Proportion of operating expenses and taxes for Iowa, per cent | | 8.33 |
| Percentage of operating expenses to earnings | | 64.25 |
| Net earnings per train mile | | 41.62 |
| Percentage of net earnings to stock and debt | | 4.01 |
| Percentage of net earnings to cost of road and equipment | | 4.10 |
| Surplus at the commencement of the year, deficit | | 4,327,180.66 |
| Surplus at the close of the year | | 5,301,087.58 |
| The amount of its own stock owned by the company | | 4,230,000.66 |



## BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|---|---|---|---|
| Minnesota Transfer R'y Company's 1st mortgage bonds | $ 1,010,000.00 | 6 | $ 4,750.00 |

## STOCKS OWNED.

| NAME. | Cost to the company. | Total par value. | Rate. | Income or dividend received. |
|---|---|---|---|---|
| St. Paul Union Depot Company's stock | $ 70,000.00 | $ 70,000.00 | 5 | 4,200.00 |
| Minnesota Transfer R'y Company's stock | 7,000.00 | 7,000.00 | .... | ..... |
| Lake Superior Terminal & Transfer R'y Company's stock | 15,200.00 | 15,700.00 | .... | ..... |
| Sioux City Bridge Company's stock | 2,400.00 | 2,400.00 | .... | ..... |
| Minneapolis Eastern R'y Company's stock | 15,000.00 | 15,000.00 | .... | ..... |
| Total | $ 109,700.00 | $ 110,100.00 | ..... | $ 4,200.00 |

RENTALS RECEIVED

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

| SITUATION OF PROPERTY LEASED. | NAME OF COMPANY USING PROPERTY LEASED. | ITEM. | TOTAL. |
|---|---|---|---|
| TRACKS— | | | |
| Omaha to Blair | Fremont, Elkhorn & Missouri Valley Railroad | $ 22,571.96 | |
| Sioux City to Norfolk | Union Pacific Railway | 3,707.32 | |
| West Superior | Union Pacific Railway | 2,199.72 | |
| Total | | | $ 28,479.00 |
| TERMINALS— | | | |
| Worthington | Burlington, Cedar Rapids & Northern Railroad | $ 213.20 | |
| Eau Claire | Wisconsin Central Railroad Company | 360.00 | |
| Omaha | Missouri Pacific Railway | 3,183.33 | |
| Total | | | $ 3,756.53 |
| Grand total rentals received | | | $ 42,235.53 |



MISCELLANEOUS INCOME.

| ITEM. | Gross income. | Less expenses. | Net miscellaneous income. |
|---|---|---|---|
| Land grants (net proceeds of sale) | | | $ 486,297.97 |
| Interest and exchange | | | 20,047.41 |
| Total | | | $ 506,345.38 |

OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | $ 218,371.50 | $ 327,830.35 | $ 546,201.85 |
| Renewals of rails | 44,947.16 | 67,476.94 | 112,424.10 |
| Renewals of ties | 88,464.48 | 132,807.35 | 221,271.83 |
| Repairs of bridges and culverts | 52,081.04 | 78,186.69 | 130,267.73 |
| Repairs of fences, road-crossings, signs, and cattle-guards | 9,509.83 | 14,276.64 | 23,786.47 |
| Repairs of buildings | 24,398.34 | 36,462.70 | 60,760.94 |
| Repairs of docks and wharves | 78.24 | 117.46 | 195.70 |
| Repairs of telegraph | 3,504.82 | 5,261.62 | 8,766.44 |
| Total | $ 441,225.31 | $ 662,389.75 | $ 1,103,615.06 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | $ 51,867.50 | $ 149,974.44 | $ 201,842.03 |
| Repairs and renewals of passenger cars | 69,608.33 | | 69,608.33 |
| Repairs and renewals of freight cars | | 192,653.51 | 192,653.51 |
| Repairs and renewals of ferry-boats, tugs, floats and barges | 303.70 | 456.02 | 759.78 |
| Shop machinery, tools, etc | 7,627.68 | 11,451.05 | 19,078.73 |
| Total | $ 129,407.35 | $ 353,915.02 | $ 483,322.38 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of enginemen, firemen, and roundhousemen | $ 170,398.50 | $ 255,810.99 | $ 426,209.58 |
| Fuel for locomotives | 251,630.25 | 377,760.06 | 629,390.31 |
| Water-supply for locomotives | 11,618.62 | 17,442.46 | 29,061.08 |
| All other supplies for locomotives | 10,040.39 | 15,073.15 | 25,113.54 |
| Wages of other trainmen | 96,434.82 | 100,004.45 | 292,439.27 |
| All other train supplies | 30,486.06 | 16,670.31 | 47,156.37 |
| Wages of switchmen, flagmen and watchmen | 48,961.18 | 73,503.01 | 122,464.19 |
| Expense of telegraph, including train dispatchers and operators | 34,096.70 | 51,187.70 | 85,284.40 |
| Wages of station agents, clerks and laborers | 149,953.01 | 225,117.05 | 375,070.06 |
| Station supplies | 9,355.37 | 13,894.63 | 23,150.00 |
| Loss and damage | 14,070.80 | 21,123.80 | 35,194.60 |
| Injuries to persons | 6,511.83 | 10,272.49 | 16,784.32 |
| Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel and supplies | 3,042.34 | 4,567.32 | 7,609.66 |
| Total | $ 836,599.90 | $ 1,278,427.42 | $ 2,115,027.32 |

OPERATING EXPENSES—CONTINUED.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| GENERAL EXPENSES— | | | |
| Salaries of officers | $ 30,935.04 | $ 46,441.24 | $ 77,376.28 |
| Salaries of clerks | 33,570.51 | 50,398.26 | 83,968.77 |
| General office expenses and supplies | 11,821.39 | 17,746.88 | 29,568.27 |
| Agencies, including salaries and rent | 19,674.73 | 29,542.74 | 49,217.49 |
| Advertising | 5,027.85 | 8,121.32 | 13,149.17 |
| Commissions | 26,120.45 | | 26,120.45 |
| Insurance | 5,950.30 | 8,932.75 | 14,883.05 |
| Expense of fast freight lines | | 680.14 | 680.14 |
| Expense of traffic associations | 809.19 | 8,833.02 | 9,642.21 |
| Legal expenses | 9,368.54 | 19,914.29 | 29,282.83 |
| Stationery and printing | 17,803.44 | 26,679.27 | 44,482.71 |
| Total | $ 161,000.36 | $ 211,290.01 | $ 372,290.37 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | $ 441,225.31 | $ 662,389.75 | $ 1,103,615.06 |
| Maintenance of equipment | 139,407.36 | 353,915.02 | 493,322.38 |
| Conducting transportation | 830,569.96 | 1,278,427.42 | 2,115,927.38 |
| General expenses | 161,000.35 | 211,290.01 | 372,290.37 |
| Grand total | $ 1,568,202.99 | $ 2,506,022.20 | $ 4,074,255.19 |
| Operating expenses for Iowa (proportional) | 130,633.81 | 208,751.65 | 339,385.46 |
| Percentage of operating expenses to earnings | 80.21 | 57.14 | 64.25 |

FENCING IN IOWA.

| | |
|---|---|
| How many miles of fencing have you on your road in Iowa (lineal) | 114.4 |
| What is the average cost per mile (estimated) | 192.00 |
| What is the total cost of same (estimated) | 21,964.80 |
| How many miles of new fencing have you built during the year | 2 |
| Give the number of miles needed to complete your fencing in Iowa, track miles | 11 |



RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

| NAME OF ROAD. | INTEREST OR RENTAL GUARANTEED. | DIVIDENDS ON STOCK GUARANTEED. | CASH. | TOTAL. |
|---|---|---|---|---|
| St. Paul, Minneapolis & Manitoba Railway | | | $ 22,680.56 | $ 22,680.56 |
| Illinois Central Railroad | | | 10,800.00 | 10,800.00 |
| Minneapolis & St. Louis Railway | | | 12,960.38 | 12,960.38 |
| Total rentals | | | $ 46,050.84 | $ 46,050.84 |

RENTS PAID FOR LEASE OF OTHER PROPERTY.

| DESIGNATION OF PROPERTY. | SITUATION OF PROPERTY LEASED. | NAME OF COMPANY OWNING PROPERTY LEASED. | ITEM. | TOTAL. |
|---|---|---|---|---|
| Terminals | St. Paul Union Depot | St. Paul Union Depot Co. | $ 5,480.72 | |
| | Minneapolis Union Depot | Minneapolis Union Railway Co. | 31,701.82 | |
| Total rentals | | | | $ 37,182.54 |
| Grand total rentals paid | | | | $ 83,233.38 |

## GENERAL BALANCE SHEET.

### DEBIT.

| | | |
|---|---|---|
| Cost of road and equipment | $ 56,174,856.54 | |
| Bonds of other companies owned | 101,000.00 | |
| Stocks of other companies owned | 109,700.00 | |
| Cash and current assets | 2,623,126.04 | |
| OTHER ASSETS: | | |
| Materials and supplies | 729,575.06 | |
| Total | | $ 59,738,257.64 |

### CREDIT.

| | | |
|---|---|---|
| Capital stock | $ 34,050,126.66 | |
| Less stock owned by company | 4,230,666.66 | |
| | $ 29,819,460.00 | |
| Funded debt | 25,206,800.00 | |
| Current liabilities | 798,298.46 | |
| Accrued interest on funded debt not yet payable | 180,585.00 | |
| Accrued taxes not yet payable | 171,806.70 | |
| Land grants (less notes and contracts not yet due) | 150,824.00 | |
| Profit and loss | 5,301,082.58 | |
| Total | | $ 59,738,257.64 |

## CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

### RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| NET INCOME: | | |
| From operation | $ 2,303,144.94 | |
| From other sources | 557,320.81 | |
| Total | | $ 2,860,465.75 |
| INCREASE IN LIABILITIES: | | |
| Sale of bonds | $ 477,000.00 | |
| Increase in land grants and accrued taxes | 42,186.43 | |
| Total | | $ 519,186.43 |
| DECREASE IN ASSETS: | | |
| Cash assets | $ 129,648.28 | |
| Other assets | 67,077.44 | |
| Total | | $ 206,725.72 |
| MISCELLANEOUS: | | |
| Premiums on bonds issued | $ 92,105.00 | |
| Sale of lands. (See "net income from other sources.") | | |
| Total | | $ 92,105.00 |
| Grand total | | $ 3,678,482.90 |



### RESOURCES ACCOUNTED FOR.

| | | |
|---|---|---|
| FIXED CHARGES: | | |
| Interest on funded debt paid | $ 1,401,133.50 | |
| Rental | 83,342.38 | |
| Taxes | 253,313.86 | |
| Total | | $ 1,736,789.74 |
| OTHER CHARGES AGAINST NET INCOME | 8,842.59 | |
| DIVIDENDS | 337,704.00 | |
| BETTERMENTS TO PROPERTY: | | |
| Other permanent improvements | $ 228,440.25 | |
| Additional equipment | 122,472.72 | |
| Total | | $ 607,456.56 |
| DECREASE IN LIABILITIES— | | |
| Decrease in current liabilities | $ 303,365.59 | |
| Total | | $ 303,365.59 |
| INCREASE IN ASSETS— | | |
| Cash on hand | $ 930,560.84 | |
| Other assets (accrued interest on funded debt) | 542.50 | |
| Total | | $ 931,103.34 |
| MISCELLANEOUS: | | |
| Securities purchased | $ 10,066.67 | |
| Total | | $ 10,066.67 |
| Grand total | | $ 3,678,482.90 |

## IMPORTANT CHANGES DURING THE YEAR.

All new mortgages or stock issued:

Three hundred and twenty-five thousand dollars consolidated mortgage bonds were issued in August, 1888, account of purchase of Northeastern Nebraska Railroad (21.63 miles), June 8, 1888. These bonds were sold in October, 1888. $152,000.00 consolidated mortgage bonds in hands of treasurer were sold in the month of July, 1888.

All important financial changes (other than those above referred to):

Forty shares of Lake Superior Terminal & Transfer Railway Company's capital stock were purchased. We have received from the Minnesota Transfer Railway Company $6,000.00 of their first mortgage bonds, being part payment on account of construction expenditures incurred for them.

## CONTRACTS, AGREEMENTS, ETC.

### EXPRESS COMPANIES.

American Express Company: The railway company to transport in cars attached to its passenger trains, each way daily, upon its lines in the States of Wisconsin, Minnesota, Iowa and the Territory of Dakota, the messengers, safes, and freight of the express company, also such persons as it becomes necessary to send over the road upon the business of the express company. The express company to transport and convey all money and valuable packages the property of the railway company, and deliver same at all proper places of delivery on the line of the road or at the *termini* thereof. The express company to pay for the services rendered upon local merchandise one and one half first class freight rate per 100 pounds; upon local produce, first class freight

rate per 100 pounds; upon all through and foreign business, first class freight rate per 100 pounds. It is provided that the aggregate payment at the rates specified shall not be less than $500.00 per day.

Wells, Fargo & Company Express: The railway company to provide each of its passenger trains running in the State of Nebraska sufficient facilities for the transportation of all freight and express matter, and to transport free all messengers, safes and contents, empty packing trunks and bullion bags; also the officers, agents or employes, when traveling on business for the express company. The express company to pay 15 cents per mile per day for each day regular passenger trains are run over the lines of railway in Nebraska, less 10 per cent of the gross amount due each month, said deduction being a compensation to the express company for the transportation and delivery of all letters, packages and goods of the railway company sent or delivered on the lines of its road or over lines of railroad operated by the express company. The express company to have the right to carry an average weight over the road in Nebraska of 5,000 pounds per day, and for any excess over 5,000 pounds daily, at the rate of 30 cents per 100 pounds, less the 10 per cent as above.

### MAILS.

This company carries United States mails on compensation fixed by Post-office Department. There are no contracts.

### SLEEPING, PARLOR OR DINING CAR COMPANIES.

The Pullman Palace Car Company runs sleeping cars on this company's railway, the railway company paying the car company as compensation the sum of three cents per car per mile run.

### OTHER RAILROAD COMPANIES.

This company leases from the St. Paul, Minneapolis & Manitoba Railway Company the joint use of 10.10 miles of track between East St. Paul and Minneapolis, paying therefor 2½ per cent per annum on cost of line and proportion of maintenance, based on mileage. It also leases from said railway company the joint use of 1.50 miles of track between East St. Paul and St. Paul, paying therefor $2,000.00 per annum. It leases from the Minneapolis & St. Louis Railway Company the joint use of 2⅞ miles of track between Minneapolis and Merriam Junction, paying therefor one half of six per cent per annum on cost of line and proportion of maintenance, based on mileage. It leases from the Illinois Central Railroad Company the joint use of 25.20 miles of track between Le Mars and Sioux City, paying therefor $10,800.00 per annum and proportion of maintenance, based on mileage. It leases from the Minneapolis Union Railway Company the joint use of terminal facilities at Minneapolis, paying therefor 1½ per cent per annum on the valuation of the plant, and proportion of maintenance, based on the number of cars run in passenger trains over the tracks of the Minneapolis Union Railway Company bears to the whole number of cars run in passenger trains over the same tracks or any part thereof during the same month. This company owns jointly with other companies terminal facilities at St. Paul Union Passenger Depot; it pays a rental and proportion of maintenance based on the number of this company's cars that run in and out, bears to the total number of all companies running in and out during the same month. This company leases from the Northern Pacific Railroad the joint use of track from West Superior to St. Louis bridge, and pays therefor a rental of three per cent per annum on its cost. This company also leases to the Northern Pacific Railroad Company the joint use of track between West Superior and Newton Avenue and Superior street line on the same terms; the expenses are divided on a mileage basis. This company has joint trackage rights over the St. Louis River bridge and pays the actual cost of operating and maintaining the same on the basis of the number of cars crossing the bridge. This company has trackage rights over the Sioux City bridge, paying therefor on a sliding scale per 100 pounds of freight, baggage, etc., and 25 cents per passenger. This company leases to the Freemont, Elkhorn & Missouri Valley Railroad the joint use of its track from Blair to Omaha, receiving therefor an annual rental of 2½ per cent on the valuation. The cost of operation is divided in various ways. This company leased to the Omaha & Republican Valley Railroad the joint use of its track from Norfolk to Covington, Neb., receiving therefor an annual rental of three per cent on the valuation. Cost of operation is divided in various ways.



### TELEGRAPH COMPANIES.

The Western Union Telegraph Company owns one half of all telegraph lines on this company's right of way. The cost of repairs, maintenance, etc., is proportioned as follows: The telegraph company furnishes all the material necessary; the railway company the labor. Each company pays one half cost of all the instruments used. The railway company receives and transmits at all its telegraph offices, when the wires are not occupied by its own business, all messages, commercial business or business for the public, collecting therefor the usual rates fixed by the telegraph company, and pays the proceeds to the telegraph company. The telegraph company furnishes all the necessary main and local batteries and all the books and blanks required for commercial business, and receives and transmits messages of the railway company at all its stations free of charge, and all business messages upon the affairs of the railway over any of its lines wherever situated, in the order of their receipt, to the amount of $2,500.00 per annum, at regular tariff rates.

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. FROM— | TO— | MILES. | Amount of mortgage per mile of line. |
|---|---|---|---|---|
| Mortgage bonds | Elroy | Lake St. Croix | 177.32 | $ 17,787.91 |
| | Merrillan | Neilsville | 14.00 | 17,787.91 |
| | Hudson | River Falls | 12.30 | 17,787.91 |
| | East St. Paul | Lake St. Croix and Stillwater | 20.96 | 17,787.91 |
| | South Stillwater | Lake St. Croix | 5.00 | 17,787.91 |
| | North Wisconsin Junction | Bayfield | 178.38 | 17,787.91 |
| | Eau Claire | Chicago Junction | 70.72 | 17,787.91 |
| | Superior Junction | Superior | 60.43 | 17,787.91 |
| | St. Paul | Le Mars | 246.00 | 17,787.91 |
| | Lake Crystal | Elmore | 44.00 | 17,787.91 |
| | Heron Lake | Pipestone | 56.00 | 17,787.91 |
| | Worthington | Salem | 98.00 | 17,787.91 |
| | Luverne | Doon | 28.00 | 17,787.91 |
| | Omaha | Coburn Junction | 115.00 | 17,787.91 |
| | Covington | Ponca | 26.00 | 17,787.91 |
| | Emerson | Norfolk | 46.16 | 17,787.91 |
| | Wakefield | Hartington | 33.76 | 17,787.91 |
| | River Falls | Ellsworth | 13.00 | 17,787.91 |
| | Ashland Junction | Ashland | 5.00 | 17,787.91 |
| | Salem | Mitchell | 32.80 | 17,787.91 |
| | Wayne | Randolph | 21.63 | 17,787.91 |
| Total | | | 1,315.32 | $ 17,787.91 |



EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers | 26 | $ 165,416.52 | $ ..... |
| General office clerks | 132 | 98,335.34 | 2.40 |
| Station agents | 167 | 115,010.21 | 2.20 |
| Other station men | 326 | 176,797.91 | 1.73 |
| Enginemen | 199 | 232,243.50 | 3.20 |
| Firemen | 199 | 140,511.85 | 1.93 |
| Conductors | 132 | 125,407.64 | 3.06 |
| Other trainmen | 290 | 175,184.59 | 1.93 |
| Machinists | 241 | 151,663.48 | 2.01 |
| Carpenters | 370 | 204,192.46 | 1.76 |
| Other shopmen | 117 | 77,989.67 | 2.13 |
| Section foremen | 243 | 125,667.63 | 1.65 |
| Other trackmen | 1,068 | 420,817.47 | 1.26 |
| Switchmen, flagmen and watchmen | 165 | 108,299.21 | 2.10 |
| Telegraph operators and dispatchers | 131 | 89,829.53 | 2.19 |
| All other employes and laborers | 615 | 290,880.48 | 1.51 |
| Total | 4,421 | $ 2,638,241.29 | ..... |
| DISTRIBUTION OF ABOVE: | | | |
| General administration | ..... | $ 264,416.00 | ..... |
| Maintenance of way and structures | ..... | 700,248.76 | ..... |
| Maintenance of equipment | ..... | 449,201.71 | ..... |
| Conducting transportation | ..... | 1,224,274.82 | ..... |
| Total | ..... | $ 2,638,241.29 | ..... |

Number of employes in Iowa ..... 344
Amount paid employes in Iowa ..... $ 205,950.59

## PASSENGER, FREIGHT AND TRAIN MILEAGE.

| | | |
|---|---|---|
| **PASSENGER TRAFFIC:** | | |
| Number of passengers carried earning revenue | 1,406,058 | |
| Number of passengers carried one mile | 66,792,319 | |
| Average distance carried, miles | 47.48 | |
| Total passenger revenue | | $ 1,683,881.34 |
| Average amount received from each passenger | | 1.19.707 |
| Average receipts per passenger per mile | | .02.521 |
| Estimated cost of carrying each passenger one mile | | 02.348 |
| Passenger earnings per mile of road | | 1,212.01 |
| Passenger earnings per train-mile | | .95.793 |
| **FREIGHT TRAFFIC:** | | |
| Number of tons carried of freight earning revenue | 2,353,852,213 | |
| Number of tons carried one mile | 389,406,026,823 | |
| Average distance haul of one ton, miles | 165 | |
| Total freight revenue | | $ 4,375,542.56 |
| Average amount received for each ton of freight | | 1.85.886 |
| Average receipts per ton per mile | | .01.123 |
| Estimated cost of carrying one ton one mile | | .643 |
| Freight earnings per mile of road | | 3,140.37 |
| Freight earnings per train-mile | | 1.65.889 |
| **PASSENGER AND FREIGHT:** | | |
| Passenger and freight earnings | | $ 6,059,393.90 |
| Passenger and freight earnings per mile of road | | 4,351.38 |
| Expense per mile of road | | 2,932.53 |
| Total earnings per mile of road, including mails, express, etc | | 4,564.06 |
| Number of passenger trains | 26,292 | |
| Number of mixed freight | 26,666 | |
| Miles run by mixed trains | 10,908 | |
| **TRAIN MILEAGE:** | | |
| Miles run by passenger trains | 1,757,833 | |
| Miles run by freight trains | 2,301,817 | |
| Miles run by mixed trains | 335,804 | |
| Total mileage trains earning revenue | 4,395,454 | |
| Miles run by switching trains | 1,168,080 | |
| Miles run by construction and other trains | 209,994 | |
| Grand total train mileage | 5,773,528 | |
| Mileage of loaded freight cars—north or east | 16,475,732 | |
| Mileage of loaded freight cars—south or west | 22,105,024 | |
| Mileage of empty freight cars—north or east | 8,423,993 | |
| Mileage of empty freight cars—south or west | 3,274,209 | |
| Average number of freight cars in train | 10.10 | |
| Average number of loaded cars in train | 14.05 | |
| Average number of empty cars in train | 4.44 | |
| Average number of tons of freight in train | 147.67 | |
| Average number of tons of freight in each loaded car. | 10.07 | |

Average number of tons in cars when shipped in car lots:
Ten and seven tenths.

Average number of tons in cars when shipped in less than car lots:
Ten and seven tenths.



What per cent does the local freight business of Iowa bear to the total freight business of the entire line?
Fifty-eight one hundredths.

What per cent does local freight business of Iowa bear to freight originating on your line in Iowa and passing outside the State?
Seven and twenty one hundredths.

What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?
Four and sixty-nine one hundredths.

What per cent does local freight business bear to freight moved across the State from points outside to points inside the State?
Four and sixty-nine one hundredths.

What per cent of freight received at each station on your road is local and what per cent inter-State?
Four and sixty-nine one hundredths.

* What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

* What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

* What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?

* What proportion of earnings is credited to each branch line of your road, on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?

Give the amount and kind of freight furnished by each branch line to your main line?
This information not kept.

*In answer to questions marked with a star, I would state that in dividing the earnings between the several divisions of this company's road a mileage pro rata is used. In dividing the earnings with connecting roads, with which we have through billing arrangements, the divisions are furnished by the Tariff Department, and vary from a mileage pro rata to an arbitrary, as the necessities of the business require.

## FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road, whole tons. | Freight received from connecting roads and other carriers, whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | 253,600 | 97,224 | 350,824 | 14.94 |
| Flour | 127,424 | 1,578 | 129,032 | 5.50 |
| Other mill products | 100,721 | 1,206 | 101,935 | 4.34 |
| Hay | 39,094 | 3,929 | 42,923 | 1.84 |
| Tobacco | 5 | 32 | 37 | |
| Fruit and vegetables | 19,915 | 11,894 | 31,809 | 1.36 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | 78,725 | 26,573 | 105,298 | 4.49 |
| Dressed meats | 6,448 | 2,034 | 8,482 | .36 |
| Other packing-house products | 7,230 | 1,321 | 8,541 | .36 |
| Poultry, game and fish | 2,414 | 70 | 2,484 | .11 |
| Wool | 519 | 31 | 550 | .02 |
| Hides and leather | 2,828 | 443 | 3,271 | .14 |
| PRODUCTS OF MINES— | | | | |
| Anthracite coal | 105,920 | 5,196 | 111,116 | 4.73 |
| Bituminous coal | 81,351 | 91,007 | 172,358 | 7.34 |
| Coke | 15,673 | 1,725 | 17,398 | .74 |
| Ores | 11,512 | 28,483 | 39,995 | 1.70 |
| Stone, sand and other like articles | 181,833 | 6,292 | 188,125 | 8.01 |
| PRODUCTS OF FOREST— | | | | |
| Lumber | 560,286 | 26,607 | 586,893 | 25.00 |
| MANUFACTURES— | | | | |
| Petroleum and other oils | 11,721 | 4,623 | 16,344 | .70 |
| Sugar | 4,838 | 969 | 5,807 | .25 |
| Iron, pig and bloom | 17,008 | 4,914 | 21,922 | .93 |
| Iron and steel rails | 2,293 | 8,956 | 11,249 | .48 |
| Other castings and machinery | 6,970 | 6,256 | 13,226 | .56 |
| Bar and sheet metal | 1,978 | 893 | 2,854 | .12 |
| Cement, brick and lime | 16,876 | 11,869 | 28,745 | 1.23 |
| Agricultural implements | 3,129 | 6,574 | 9,703 | .41 |
| Wagons, carriages, tools, etc | 2,378 | 2,533 | 4,911 | .21 |
| Wines, liquors, and beers | 3,199 | 7,962 | 11,161 | .48 |
| Household goods and furniture | 8,635 | 5,613 | 14,248 | .61 |
| MERCHANDISE— | 106,350 | 79,706 | 186,056 | 7.92 |
| MISCELLANEOUS— | | | | |
| Other commodities not mentioned above | 68,474 | 51,921 | 120,395 | 5.13 |
| Total tonnage | 1,849,857 | 497,730 | 2,347,587 | 100 |



## FREIGHT FORWARDED FROM STATIONS IN IOWA.

| COMMODITY. | Total tons. | Per cent. |
|---|---|---|
| Grain | 24,554 | 27.35 |
| Flour | 1,577 | 1.72 |
| Other mill products | 18,830 | 9.32 |
| Hay | 278 | .59 |
| Fruits and vegetables | 1,042 | 1.07 |
| Live stock | 12,970 | 13.32 |
| Dressed meats | 178 | .18 |
| Packing-house products | 4,523 | 4.64 |
| Poultry, game and fish | 21 | .02 |
| Wool | 36 | .04 |
| Hides and leather | 309 | .31 |
| Anthracite coal | 704 | .11 |
| Bituminous coal | 418 | .43 |
| Coke | 1 | |
| Stone, sand and other like articles | 5,754 | 5.90 |
| Lumber | 334 | .35 |
| Petroleum and other oils | 3,578 | 3.67 |
| Sugar | 26 | .03 |
| Castings and machinery | 138 | .14 |
| Cement, brick and lime | 145 | .15 |
| Agricultural implements | 177 | .18 |
| Wagons, carriages, tools, etc | 36 | .03 |
| Wines, liquors and beers | 70 | .07 |
| Household goods and furniture | 1,801 | 1.85 |
| Merchandise | 13,184 | 13.53 |
| Miscellaneous—other commodities not mentioned above | 4,756 | 5.00 |
| Total | 97,443 | 100 |

## TONNAGE CROSSING THE MISSOURI RIVER BRIDGE AT SIOUX CITY, IOWA, FOR THE YEAR ENDING JUNE 30, 1889.

| | |
|---|---|
| East bound number of tons of freight | 57,411 |
| West bound number of tons of freight | 56,904 |
| Total tons, from Dec. 1, 1888, date of opening bridge, to June 30, 1889 | 114,315 |

DESCRIPTION OF EQUIPMENT

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. | | CARS FITTED WITH AUTOMATIC COUPLER. | |
|---|---|---|---|---|---|---|
| | | | Number. | Kind. | Number. | Kind. |
| LOCOMOTIVES— | | | | | | |
| Passenger | | 52 | 149 | Westinghouse. | | |
| Freight | 8 | 159 | 14 | Am. steam | | |
| Switching | | 24 | 1 | Eame's Vacum | | |
| Total | 8 | 235 | 164 | | | |
| CARS IN PASSENGER SERVICE— | | | | | | |
| First-class passenger cars | 6 | 71 | 71 | Westinghouse. | 71 | Miller. |
| Second-class passenger cars | | 27 | 27 | Westinghouse. | 27 | Miller. |
| Dining cars | | 2 | 2 | Westinghouse. | 2 | Miller. |
| Parlor cars | | 4 | 4 | Westinghouse. | 4 | Miller. |
| Baggage, express and postal cars | | 51 | 51 | Westinghouse. | 51 | Miller. |
| Other cars in passenger service | | 2 | 2 | Westinghouse. | 2 | Miller. |
| Total | 6 | 157 | 157 | | 157 | |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Box cars | | 4,982 | | | | |
| Flat cars | | 1,322 | | | | |
| Stock cars | | 410 | | | | |
| Coal cars | | 924 | | | | |
| Refrigerator cars | | 35 | | | | |
| Other cars (furniture cars) | 2 | 2 | | | 3 | Hinson. |
| Total | 2 | 7,576 | | | | |
| CARS IN COMPANY'S SERVICE— | | | | | | |
| Derrick cars | | 4 | | | | |
| Caboose cars | | 108 | | | | |
| Other road cars | 7 | 20 | | | | |
| Rotary steam snow plow | 1 | 1 | | | | |
| Total | 8 | 133 | | | | |
| Cars contributed to fast freight line service | | 470 | | | | |
| Total owned | 24 | 8,571 | | | | |
| Grand total | 24 | 8,571 | | | | |



MILEAGE.

A. MILEAGE OF ROAD OPERATED.

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary company. | New line constructed during year. | Total mileage exclusive of trackage rights. | Line operated under trackage rights. | New line constructed during year. | RAILS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Iron. | Steel. |
| Miles of single track | 881.36 | 429.36 | | | 13.62 | | 1,280.35 | 66.19 | | 296.05 | 1,031.38 |
| Miles of second track | 20.70 | | | | | | 20.70 | | | | 20.70 |
| Miles of yard track, sidings and spurs | | | | | | | 285.35 | | 15.40 | | |
| Total mileage operated (all tracks) | 902.05 | 429.36 | | | 13.62 | | 1,605.38 | 66.19 | 15.40 | 296.05 | 1,114.07 |

B. MILEAGE OF LINE BY STATES AND TERRITORIES.

1. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary company. | New line constructed during year. | Total mileage exclusive of trackage rights. | Line operated under trackage rights. | New line constructed during year. | RAILS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Iron. | Steel. |
| Minnesota | 305.23 | 150.62 | | | 2.60 | | 397.45 | 26.40 | | 108.77 | 296.68 |
| Wisconsin | 405.86 | 43.38 | | | 11.02 | | 452.26 | 7.70 | | 66.70 | 386.56 |
| Iowa | 61.11 | 17.44 | | | | | 74.55 | 25.30 | | 18.28 | 81.27 |
| Dakota | | 88.39 | | | | | 88.39 | | | 32.51 | 55.89 |
| Nebraska | 121.96 | 118.22 | | | | | 240.18 | | | 69.69 | 170.58 |
| Total mileage operated single tracks | 881.36 | 429.36 | | | 13.62 | | 1,224.14 | 59.40 | | 296.05 | 1,003.29 |

11. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned | Line operated under lease. | Line operated under contract. | Line of proprietary company. | New line constructed during year. | Total mileage, including trackage rights. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Minnesota | 305.33 | 130.52 | | | 2.00 | | 367.36 | | 108.77 | 258.58 |
| Wisconsin | 408.06 | 45.38 | | | 11.02 | | 453.86 | | 66.79 | 407.07 |
| Iowa | 57.11 | 17.44 | | | | | 74.55 | | 18.38 | 56.17 |
| Dakota | | 88.30 | | | | | 88.30 | | 32.51 | 55.69 |
| Nebraska | 121.96 | 118.22 | | | | | 240.18 | | 69.60 | 170.58 |
| Total mileage owned (single track) | 893.26 | 420.36 | | | 13.02 | | 1,324.14 | | 296.05 | 1,028.09 |



## RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. Kind. | Tons. | Weight per yard, lbs. | Average price per ton at distributing point. | NEW TIES LAID DURING YEAR. Kind. | Number. | Average price at distributing point. |
|---|---|---|---|---|---|---|
| Steel | 5,419.40 | 65 | Elroy, $35.02 | White oak | 280,350 | Elroy, 37c; Kasota, 50c. |
| | 122.84 | 60 | Kasota, 36.00 | Black oak | 22,000 | 26c. |
| | 1.25 | 56 | Blair, 37.40 | Elm | 117,051 | Elroy, 23c; Kasota, 23c. |
| | | | | Tamarak | 7,701 | Elroy, 23c; Kasota, 29c. |
| Total steel | 5,543.49 | | | Pine | 160,000 | 31c. |
| | | | | Hemlock | 57,676 | Elroy, 23c; Kasota, 24c. |
| | | | | Cedar | 648 | 30c. |
| | | | | Butternut | 200 | 28c. |
| | | | | Culls | 22,531 | Elroy, 11c; Kasota, 13c. |
| | | | | Switch and bridge ties, 575,625 feet. | | Elroy, $15.00 per M. ft. Kasota, $15.31 per M. ft. Blair, $16.00 per M. ft. |
| | | | | Total | 670,823 | |

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | Wood, cords—soft. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|
| Passenger | 64,274 | 1,975 | 65,202 | 1,890,656 | 68.82 |
| Freight | 95,573 | 2,030 | 96,840 | 2,892,671 | 67.05 |
| Switching | 39,394 | 1,210 | 39,999 | 1,168,080 | 68.49 |
| Construction | 8,295 | 256 | 8,423 | 209,994 | 80.22 |
| Total | 207,538 | 6,371 | 210,524 | 6,137,401 | 68.60 |
| Average cost at distributing point | $ 3.08½ | $ 1.21 | | | |

## ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYES. TRAINMEN. Killed. | TRAINMEN. Injured. | SWITCHMEN, FLAGMEN AND WATCHMEN. Killed. | SWITCHMEN, FLAGMEN AND WATCHMEN. Injured. | OTHER EMPLOYES. Killed. | OTHER EMPLOYES. Injured. | TOTAL. Killed. | TOTAL. Injured. |
|---|---|---|---|---|---|---|---|---|
| Coupling and uncoupling | | 14 | | 1 | | | | 15 |
| Falling from trains and engines | 1 | 11 | | 1 | 1 | | 2 | 13 |
| Overhead obstructions | | 3 | | | | | | 3 |
| Collisions | | | 1 | | 2 | 3 | 3 | 3 |
| Derailments | | 2 | | | | | | 2 |
| At stations | | | 1 | | | 1 | 1 | 1 |
| Other causes | | 2 | | 1 | 2 | 9 | 2 | 11 |
| Total | 1 | 32 | 2 | 3 | 5 | 12 | 8 | 47 |

ACCIDENTS TO PERSONS—CONTINUED.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Collisions | | | 1 | 1 | | | 1 | |
| At highway crossings | | | | | 1 | | 1 | |
| At stations | | | 1 | 1 | | | 1 | |
| Other causes | | 2 | 11 | 9 | | 2 | 11 | 13 |
| Total | | 2 | 13 | 11 | | 3 | 13 | 16 |

ACCIDENTS TO PERSONS IN IOWA.

| KIND OF ACCIDENT. | EMPLOYES. | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN AND WATCHMEN. | | OTHER EMPLOYES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling | | 2 | | | | | | 2 |
| Other causes | | | | | | 1 | | 1 |
| Total | | 2 | | | | 1 | | 3 |

ACCIDENTS TO PERSONS IN IOWA—CONTINUED.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Unknown | | | | 1 | | | | 1 |
| Total | | | | 1 | | | | 1 |



CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | PROFILE. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | Length of level line—miles. | Ascending grades. | | | Descending grades. | | |
| | | | | | | | Number. | Sum of ascents—feet. | Aggregate length of ascending grades—miles. | Number. | Sum of descents—feet. | Aggregate length of descending grades—miles. |
| Elroy | Junc. with St. P., M. & M. R'y | 105.17 | 369 | 38.89 | 180.28 | 17.55 | 34 | 3,662 | .70 | 40 | 4,272 | .72 |
| River Falls Junction | St. Paul | 24.82 | 43 | 6.05 | 18.17 | 3.31 | 40 | 765.1 | 13.70 | 40 | 1275.7 | 7.73 |
| Stillwater Junction | Elleworth | 3.00 | 5 | 1.68 | 1.37 | .17 | | | | 4 | 109.1 | 3.13 |
| St. Croix Draw Bridge | Stillwater | 4.55 | 13 | 1.30 | 3.25 | 1.27 | 15 | 65.2 | 2.59 | 2 | 16.5 | .69 |
| Merrillan | Switch | 15.97 | 18 | 3.56 | 11.81 | 3.05 | 16 | 288.0 | 6.19 | 20 | 216.0 | 6.13 |
| Eau Claire | Neilsville | 34.74 | 6 | 1.44 | 31.30 | 1.44 | 1 | 21.1 | .40 | 4 | 26.4 | .53 |
| Eau Claire | Chicago Junction | 70.85 | 54 | 13.94 | 65.01 | 15.60 | 97 | 661.31 | 40.44 | 54 | 766.1 | 23.79 |
| Spur to City Depot | Chippewa Falls | .77 | 3 | .27 | .50 | .26 | 2 | 17.6 | .17 | | | .40 |
| North Wisconsin Junction | Bayfield | 178.94 | 294 | 37.65 | 140.50 | 35.75 | 260 | 2,163.0 | 71.56 | 170 | 2,458.1 | 70.05 |
| Ashland Junction | Ashland | 4.28 | 15 | .93 | 3.83 | .83 | 6 | 68.5 | 1.67 | 5 | 115.5 | 1.98 |
| Ashland Short Line | Ashland | 4.31 | 7 | .83 | 3.51 | .45 | 3 | 28.0 | .56 | 6 | 31.0 | .95 |
| Superior Junction | Ironka Street Switch | 60.57 | 61 | 11.14 | 49.43 | 13.96 | 43 | 612.5 | 16.64 | 66 | 967.0 | 29.07 |
| Spur Short Line Junction | West Superior | 6.20 | 6 | 1.51 | 4.70 | 2.32 | 5 | 82.0 | 1.53 | 9 | 90.6 | 2.57 |
| Rice's Point, Duluth | St. P. & D. R. R. connection, Duluth | 2.60 | 5 | .41 | 2.19 | 2.10 | 1 | 2.2 | .10 | 2 | 10.5 | .40 |
| Superior Street Line | St. P. & D. R. R. connection, Superior | .26 | 3 | .07 | .19 | .07 | | | | 2 | 16.0 | .45 |
| Commercial Point Line | C. St. L. R'y | 1.77 | 3 | .21 | 1.56 | .21 | | | | 3 | 21.0 | .48 |
| St. Paul | La Mars | 243.76 | 185 | 44.18 | 199.58 | 82.49 | 349 | 2,377.5 | 86.79 | 289 | 1,848.9 | 74.49 |
| Lake Crystal | Elmore | 43.48 | 23 | 4.96 | 38.56 | 15.96 | 54 | 493.2 | 16.54 | 45 | 393.5 | 10.09 |
| Heron Lake | Pipestone | 55.10 | 44 | 7.97 | 47.13 | 15.15 | 118 | 866.5 | 34.15 | 73 | 550.0 | 15.30 |
| Luverne | Dion | 28.00 | 14 | 3.43 | 24.57 | 11.16 | 6 | 28.0 | 1.72 | 31 | 310.0 | 14.33 |
| Sioux Falls Junction | Sioux City | 121.67 | 57 | 13.41 | 108.26 | 41.32 | 1,462 | 28,000 | 1,000.00 | 170 | 2,165.7 | 53.59 |
| Sioux City | Omaha | 130.05 | 146 | 24.10 | 96.35 | 22.27 | 110 | 1,502.9 | 34.46 | 159 | 1,235.0 | 62.09 |
| Coburn Junction | Ponca | 16.80 | 36 | 4.12 | 12.21 | 6.36 | 40 | 210.6 | 6.90 | 21 | 178.1 | 3.13 |
| Emerson | Norfolk | 46.50 | 81 | 9.75 | 36.75 | 12.05 | 46 | 547.0 | 29.85 | 47 | 453.7 | 10.99 |
| Wakefield | Hartington | 33.76 | 19 | 3.47 | 30.29 | 7.11 | 54 | 238.7 | 17.27 | 29 | 211.6 | 9.02 |
| Winside | Randolph | 21.67 | 9 | 1.76 | 19.91 | 4.71 | 41 | 264.4 | 15.95 | 20 | 181.9 | 5.22 |
| Missouri River Transfer | | 2.95 | 5 | .64 | 2.31 | | 1 | 6.0 | .06 | 8 | 18.9 | 1.23 |
| Total | | 1,324.14 | 1,274 | 244.66 | 1,079.54 | 341.46 | 1581 | 15,102.6 | 501.11 | 1,602 | 15,066.5 | 487.77 |

CHARACTERISTICS OF ROAD—IOWA.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | PROFILE. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Ascending grades. | | | Descending grades. | | | |
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | Length of level line—miles. | Number. | Sum of ascents—feet. | Aggregate length of ascending grades—miles. | Number. | Sum of descents—feet. | Aggregate length of descending grades—miles. |
| Iowa State Line near Bigelow, Minnesota | Le Mars | 56.17 | 36 | 10.26 | 45.91 | 15.34 | 35 | 232.0 | 0.11 | 74 | 648.5 | 31.72 |
| Iowa State Line near Ash Creek, Minnesota | Doon | 17.44 | 12 | 3.06 | 14.38 | 8.69 | 6 | 38.0 | 1.72 | 18 | 172.0 | 7.13 |
| Missouri River Transfer | | .94 | 1 | .11 | .58 | .52 | | | | 1 | 10.0 | .45 |
| Total | | 74.55 | 49 | 13.43 | 61.12 | 24.45 | 41 | 271.0 | 10.83 | 93 | 766.5 | 39.37 |



## CHARACTERISTICS OF ROAD—CONTINUED.

BRIDGES:

| | |
|---|---|
| Number stone arch | 35 |
| Stone box, Iowa, 18 | 173 |
| Number iron | 26 |
| Number wooden, Iowa 2 | 42 |
| Number combination | 3 |

TRESTLES:

| | |
|---|---|
| Number, Iowa, 139 | 2,877 |
| Aggregate length, feet, Iowa, 7,344 | 166,905 |

TUNNELS:

| | |
|---|---|
| Number | 1 |
| Aggregate length of all tunnels, feet | 872 |

GAUGE OF TRACK:

Four feet eight and one half inches.
Same in Iowa.

TELEGRAPH:

Owned by this company, half by this company and half by the Western Union Telegraph Company (see contract on page 648).
Operated by this company (in Iowa, 191.74), 1,403 miles of line.
Operated by this company (in Iowa, 406.96), 4,454 miles of wire.

## QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt?

By the terms of mortgage securing consolidated mortgage bonds, those bonds can be issued to retire all the other bonds, as shown on page 634, at maturity.

What station-houses, stock yards, or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs.

St. Paul Union Depot, owned by St. Paul Union Depot Company; Minneapolis Union Depot, owned by Minneapolis Union Railway Company; Stillwater Union Depot, owned by Stillwater Union Depot & Transfer Company; West Superior Union Depot, owned by Lake Superior Terminal & Transfer Railway Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.

Inter-State Railway Association, Trans-Missouri Passenger & Freight Association, Western States' Passenger Association, Western Freight Association, Western Weighing Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road.

Commercial Express, Blue Line, Canada Southern Line, Nickle Plate Line and Red Line.

This Company is a member of all fast freight lines that operate over its lines.

The cost and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road, and all fixtures and conveniences for transacting its business.

Cost of road and equipment in Iowa, $3,195,552.20 (proportional on mileage basis). Valuation as fixed by the Executive Council of the State, March 5, 1889, $525,560.00.

The average amount of tonnage that can be carried on your road in the State by an engine of given weight:

A locomotive weighing 75,000 pounds, will haul 625 tons (including dead weight of cars), in Iowa, averaging the different parts of the road, and grades, both east and west bound.

Section 4, chapter 77 of the laws of the Seventeenth General Assembly, says that the said Railroad Commissioners shall, on the first Monday of December, make a report to the Governor, etc.

The tenth clause of the section says the report shall contain such statistics of the road and its transportation business for the year as may, in the judgment of the Commissioners, be necessary and proper for the information of the General Assembly, or AS MAY BE REQUIRED BY THE GOVERNOR.

Under the provisions of this clause, the Governor has submitted questions contained in the following letter, which you will please answer:

STATE OF IOWA,
EXECUTIVE OFFICE, DES MOINES, August 5, 1889.

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

GENTLEMEN—I must again request that you obtain and incorporate into your next annual report the following information as to every railroad company doing business in this State, viz.:

1. The names of all persons who were stockholders on the 30th day of June, 1889; their place of residence, and the amount of stock owned by each.

2. The salary paid to its general officers, as President, Vice-president, Secretary, Treasurer, Auditor, General Manager and Assistants, Traffic Manager, General Freight Agent, General Solicitor, and Division Superintendents.

3. The average daily wages paid to its employes, as station agents, conductors, brakemen, engineers, fir men, flagmen, section men, etc.

4. The names of its regular attorneys in this State, the salary and other compensation of each; also the names of all other attorneys in the State retained by the road during the past year, and the retaining fee, per diem, or other compensation or emolument whatsoever received by each.

5. The number and total mileage of so-called one and two thousand mile tickets issued to persons in this State for other than cash compensations; also, whether the cash value of all mileage tickets is included in its report of gross receipts.

This information is of importance to the State as well as of great interest to the public. More publicity in the management of corporation affairs is necessary. It is a wise law that compels national banks to post up at their places of business a list of their stockholders; and there is certainly no good reason why the State and the public should not know who the owners of the railroads are that avail themselves of the State's franchises, do business under its laws and rely upon it for protection.

It is also essential that the mileage tickets issued by the various companies to editors, to its attorneys and to its employes, in lieu of other compensation, be reported to the State. There is reason to believe that it is the practice of some companies not to include the value of such mileage in their reports of total earnings, upon which the classification of railroads for the purpose of regulating their tariff is based.

You will please direct the attention of the various companies to the provisions of section 5, chapter 77, laws of the Seventeenth General Assembly; and should any of them fail to furnish the information required, I shall thank you to promptly report to me the names of such delinquents.

Yours truly,

WM. LARRABEE.

The questions contained in the foregoing letter of the Governor, dated August 5, 1889, are not answered, because (among other reasons) sections 4 and 5, of chapter 77, of the laws of the Seventeenth General Assembly, have been repealed by sections 32 and 22, of the act to regulate railroad corporations, etc., approved April 5, 1888. This report contains information according to the form sent by the Railroad Commissioners, as far as the books and accounts of the company furnish the facts required by the different items and questions, and includes the transactions of the Chicago, St. Paul, Minneapolis & Omaha Railway Company, without regard to whether they are inter-State or State.

We think it proper to state, however, that we understand the law only to require a report as to transportation, which begins and ends in the State of Iowa, and to embrace the information specified in section 22, of the act of April 5, 1888, as to that business.



STATE OF MINNESOTA,
COUNTY OF RAMSEY. } ss.

We, the undersigned, E. W. Winter, General Manager, and L. A. Robinson, Auditor, of the Chicago, St. Paul Minneapolis & Omaha Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

(Signed) E. W. WINTER,
*General Manager*

L. A. ROBINSON,
*Auditor.*

Subscribed and sworn to before me this 25th day of September, 1889.

GEO. R. HENDERSON,
*Notary Public, Ramsey County, Minn.*

[SEAL.]

# ANNUAL REPORT

OF THE

# DAVENPORT, IOWA, & DAKOTA RAILROAD CO.,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

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DAVENPORT, IOWA & DAKOTA RAILROAD.
SECRETARY'S OFFICE, DAVENPORT, IOWA, NOV. 15, 1889.

JAMES T. LANE, ESQ., *President:*

DEAR SIR—In compliance to your request, I wish to report that between June 30, 1888, and June 30, 1889, there was constructed in Iowa twenty-one miles of the Davenport, Iowa & Dakota Railroad, and that there is now completed in the State thirty-one miles of road.

Yours truly,

H. C. FULTON, *Secretary.*

# ANNUAL REPORT

OF THE

# UNION PACIFIC RAILWAY COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

---

1. Cost of Missouri river bridge and approaches?
   Ans. $3,713,558.29.

2. Gross earnings of the bridge?
   Ans. See answer to question 23.

3. Net earnings of the bridge?
   Ans. See answer to question 23.

4. Number of tons of freight moved east over the bridge
   Ans. 538,208.

5. Number of tons of freight moved west over the bridge?
   Ans. 702,872.

6. Number of cars moved east over the bridge?
   Ans. Passenger, 56,714; freight, 106,979.

7. Number of cars moved west over the bridge?
   Ans. Passenger, 56,714; freight, 106,750.

8. Charge per ton for hauling over bridge?
   Ans. Local bridge rates shown by tariffs Nos. 521 and 601, attached hereto. In addition, the following special rates are made to eastern connections on freight to or from Mississippi river points or points farther east: Car loads, 2 cents per 100 pounds; maximum per car, $5.00. Less than car loads, 4 cents per 100 pounds; maximum per car, $4.00.

9. Cost per ton for hauling over bridge?
   Ans. Expenses of freight and passenger service in Iowa not kept separate.

10. Cost of operating bridge?
    Ans. See answer to question 23.

11. Cost of maintenance of bridge?
    Ans. See answer to question 23.

12. Number of passengers carried east over the bridge?
Ans. 290,243.

13. Number of passengers carried west over the bridge?
Ans. 345,486.

14. Charge for carrying each passenger?
Ans. Regular rate 25 cents; except that on business to or from points west or north of Ogden, Utah, a bridge rate of 50 cents is received.

15. Number of acres of land owned at Council Bluffs?
Ans. 259.77.

16. Number of miles of main road in Iowa?
Ans. Main line, 2.36; branch, 1.76; total, 4.12. Double track, main line, 1.53; double track, branch, .81; total double track, 2.34.

17. Number of miles of sidings in Iowa?
Ans. 25.15.

18. Cost of siding?
Ans. Estimated at $125,750.

19. Cost of buildings, depots, hotels, warehouses, sheds, elevators and stock yards in Iowa?
Ans. Estimated cost of Broadway passenger and freight depots, $15,000; transfer passenger depot and hotel, $120,000; transfer freight depot, $10,000; sheds and platforms, $28,500; round-house, turn-table, etc., $84,000; other buildings and structures, $33,460; total, $290,960.

20. Amount of bonds representing bridge, track, lands and buildings?
Ans. $1,621,000, of which $1,167,000 bear 8 per cent interest, and $454,000 bear 5 per cent interest.

21. The amount of stock representing bridge and property in Iowa?
Ans. On a mileage basis, $137,681.60 (4.12 miles in Iowa).

22. The amount of rent received from other companies (railway and express) for use of track, buildings, land, etc.?
Ans. $29,100.

23. Any other information that would be of value in determining the cost, business and income of the bridge and Iowa properties?
Ans. The Missouri river bridge is operated as a part of the Union Division of the Union Pacific Railway. Its earnings and expenses are not kept separate, and it is, therefore, impossible for the company to furnish the information now called for in the precise form in which it is requested. The earnings and expenses of the company's road between Council Bluffs and Omaha, representing the unsubsidized portion of the Union Division are, however, segregated for the use of the United States Commissioner of Railroads. The figures covering 4.12 miles of line in Iowa, and .66 miles in Nebraska, for the year ending June 30, 1889, are as follows:

| | |
|---|---|
| Gross earnings | $ 722,731.29 |
| Operating expenses, tax included | 313,720.51 |
| Surplus (taxes, interest and sinking fund not deducted) | 409,011.38 |
| Estimated taxes in Iowa (based on assessment for 1888) | 35,000.00 |

There was expended during the year for renewal or construction of the Omaha bridge $24,615.25; there was credited to the construction account of the bridge during the year $24,185.53; leaving a net credit for the year of $570.28. This, deducted from the cost of the bridge as reported June 30, 1888, viz., $3,714,128.57, leaves $3,713,558.29, as reported in answer to question No. 1.

Other expenditures for permanent improvements in the State of Iowa during the year amounted to $4,987.65.

BOSTON, October 21, 1889.

OLIVER W. MINK, *Comptroller.*



No. 691. [Superseding Tariff 537. Special Tariff 1188.]

UNION PACIFIC RAILWAY,
GENERAL FREIGHT DEPARTMENT—FREIGHT TARIFF,
OMAHA, July 12, 1887.

The following rates are governed by current "Western Classification," and will be in effect from July 22, 1887, until the adoption of a new tariff:

| Between | MERCHANDISE, In cents per 100 pounds. | | | | CAR LOADS, In cents per 100 pounds. | | | | | | | | | In Dollars per 30 foot Car. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| So. Omaha, Albright's or *Avery's and | First class. | Second class. | Third class. | Fourth class. | Fifth class. | Class A. | Class B. | Class C. | Class D and E. | Soft lumber or sail. | Cord wood, Min. weight, 30,000 pounds. | Brick, Min. weight, 40,000 pounds. | Soft coal, Min. weight, 50,000 pounds. | Ice, per car load. | Horses, Cattle, Hogs, Sheep. |
| Co. Bluffs. | 10 | 10 | 10 | 10 | 5 | 5 | 5 | 5 | 5 | 5 | 3 | 3 | 2 | ..... | $6.00 |
| Between So. Omaha and Omaha. | 10 | 10 | 10 | 10 | $4.00 per Car Load. Maximum, 40,000 pounds. | | | | | | | | | $3.50 | $4.00 |
| Between Albright's or *Avery's and Omaha. | 10 | 10 | 10 | 10 | $5.00 per Car Load. Maximum, 40,000 pounds. | | | | | | | | | | |

*No agent. Freight must be prepaid.
*Minimum charge.* No shipment will be carried for less than 25 cents.

H. A. JOHNSON,
*Assistant General Freight Agent,*
Omaha, Nebraska.

J. A. MUNROE,
*General Freight Agent,*
Omaha, Nebraska.

THOS. L. KIMBALL,
*General Traffic Manager,*
Omaha, Nebraska.

P. P. SHELBY,
*Assistant General Traffic Manager,*
Salt Lake City, Utah.

UNION PACIFIC RAILWAY,
GENERAL FREIGHT DEPARTMENT,
OMAHA, March 1, 1889.

Supplement No. 2. (Supersedes Supplement No. 1 to Tariff No. 601.)

Taking effect at once, make the following changes in and additions to above named tariff:

The maximum rate on brick, C. L., between Council Bluffs and South Omaha, will be $3.60 per car. Maximum weight, the marked capacity of car.

Between South Omaha, Albright or Avery and Council Bluffs, 4th Class, 9 cents; Class D, 4 cents; Class E, 3 cents.

Between South Omaha and Omaha, 4th Class, 9 cents.

Between Albright or Avery and Omaha, 4th Class, 9 cents.

Erase star before Avery.

J. A. MUNROE,
*General Freight Agent.*

J. S. TEBBETS,
*First Assistant General Freight Agent.*

No. 521. (Supersedes all previous rates.)

UNION PACIFIC RAILWAY,
GENERAL FREIGHT DEPARTMENT,
OMAHA, April 5, 1887.

*Special Tariff Between Omaha and Council Bluffs:*

CAR-LOAD FREIGHT.

| | |
|---|---|
| Beef, pork, etc., per 100 pounds (product of pork and beef packers) | $ .03 |
| Brick, Min. 30,000 pounds, per 100 pounds | .02 |
| Bran, per 100 pounds | .03 |
| Cinders, per 100 pounds | .03 |
| Coal (hard), coke, per 100 pounds | .05 |
| Coal (soft) minimum 30,000 pounds, per 100 pounds | .02 |
| Flax seed, flour, fence posts, per 100 pounds | .03 |
| Hay, per 100 pounds | .03 |
| Hoop poles, per 100 pounds | .03 |
| Grain, per 100 pounds | .03 |
| Ice, per 100 pounds | .01 |
| Lumber, (common) per 100 pounds | .03 |
| Laths, shingles, lime, per 100 pounds | .03 |
| Meal, per 100 pounds | .03 |
| Oil, in barrels or tanks, per 100 pounds | .03 |
| Oil tanks, returned empty which have been billed locally, when filled | Free. |
| Potatoes, piling, pig iron, per 100 pounds | .03 |
| Sawdust, per 100 pounds | .03 |
| Sand, per car | 4.00 |
| Stone (rough), scrap iron, per 100 pounds | .03 |
| Telegraph poles, per 100 pounds | .03 |
| Wood (fuel), per 100 pounds | .02 |
| Locomotives with tenders, on their own wheels, each | 20.00 |
| New empty passenger, baggage and express cars, each | 10.00 |
| New empty box or flat cars, each | 5.00 |
| Horses, mules, cattle, hogs or sheep in single deck cars, per car load | 6.00 |
| Cement, from Omaha to Broadway, per car | 5.00 |
| Rubble stone, between Omaha and Council Bluffs, per car | 4.00 |

All other freight, 5 cents per hundred pounds. Freight for which estimated weight is provided in the Western Classification will be billed at such estimated weight.

The rates herein named will be in effect from date until the adoption of a new tariff.

H. A. JOHNSON,
*Assistant General Freight Agent.*

J. A. MUNROE,
*General Freight Agent.*

THOS. L. KIMBALL,
*General Traffic Manager.*

P. P. SHELBY,
*Assistant General Traffic Manager.*

UNION PACIFIC RAILWAY,
GENERAL FREIGHT DEPARTMENT,
OMAHA, May 2, 1889.

Supplement No. 3, to Bridge Tariff No. 521, from Council Bluffs to Omaha: Plaster and stucco, car loads, three cents per 100 pounds, taking effect May 7, 1889. In no case shall a greater charge be made between intermediate stations on same line, in same direction, on like property.

C. S. MELLEN,
*Traffic Manager.*

J. A. MUNROE,
*General Freight Agent.*

[Fill out, sign and return by first train to General Freight Department, U. P. R'y, Omaha.]

Received copy of Supplement No. 3 to bridge tariff No. 521, this .....day of .....1889.

.....Station.

.....Agent.



UNION PACIFIC RAILWAY,
GENERAL FREIGHT DEPARTMENT,
OMAHA, May 21, 1889.

Supplement No. 4. to Bridge Tariff No. 521, between Council Bluffs and Omaha: Ties, car loads, three cents per 100 pounds, taking effect May 27, 1889. In no case shall a greater charge be made between intermediate stations on same line in same direction, on like property.

C. S. MELLIN,
*Traffic Manager.*

J. A. MONROE,
*General Freight Agent.*

[Fill out, sign and return by first train to General Freight Department, U. P. R'y, Omaha.]

Received copy of Supplement No. 4 to Bridge Tariff No. 521, this ..... .....day of .....1889.

.....Station.

.....Agent.

# ANNUAL REPORT

OF THE

# IOWA NORTHERN RAILWAY COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

---

### HISTORY.

Name of common carrier making this report:
Iowa Northern Railway Company.

Date of organization:
February 7, 1882.

Under laws of what government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:
Under the laws of State of Iowa.

### ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| F. H. Griggs | Davenport, Iowa | Second Tuesday in June, 1890. |
| J. S. Wylie | Davenport, Iowa | Second Tuesday in June, 1890. |
| David Ryan | Newton, Iowa | Second Tuesday in June, 1890. |
| D. S. Couch | Colfax, Iowa | Second Tuesday in June, 1890. |
| Geo. A. Goodrich | Colfax, Iowa | Second Tuesday in June, 1890. |

Total number of stockholders at date of last election:
Six.

Date of last meeting of stockholders for election of directors:
Second Tuesday in June, 1889.

Give post-office address of general office:
Colfax, Iowa.

Give post-office address of operating office:
Colfax, Iowa.



### OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| Chairman of the Board | J. S. Wylie | Davenport, Iowa. |
| President | J. S. Wylie | Davenport, Iowa. |
| Vice-president | David Ryan | Newton, Iowa. |
| Secretary | Geo. A. Goodrich | Colfax, Iowa. |
| Treasurer | Geo. A. Goodrich | Colfax, Iowa. |
| General Solicitor, Att'y or Counsel. | None regularly employed. | |
| Ass't Solicitor, Att'y or Counsel | | |
| Solicitor for Iowa | | |
| General Manager | | |
| Traffic Manager | | |
| General Passenger Agent | | |
| General Ticket Agent | | |
| General Superintendent | | |
| Division Superintendent | D. S. Couch | Colfax, Iowa. |
| Superintendent for Iowa | | |
| Division Superintendent for Iowa | | |
| Superintendent of Telegraph | | |
| Superintendent of Express | | |
| General Baggage Agent | | |
| Land Commissioner | | |

## PROPERTY OPERATED.

| NAME. | TERMINALS. FROM— | TERMINALS. TO— | Miles of line for each road named. | Miles of line of each class of roads named. |
|---|---|---|---|---|
| Iowa Northern Railway Company | Colfax, Iowa | Valeria, Iowa | 5.93 | |
| Total mileage operated | | | 5.93 | |
| Total mileage operated in Iowa | | | 5.93 | |



## CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. June 30, 1889. | MARKET PRICE OF SHARES. Average for the year. | DIVIDENDS DECLARED DURING YEAR. Rate. | DIVIDENDS DECLARED DURING YEAR. Amount. |
|---|---|---|---|---|---|---|---|
| CAPITAL STOCK— | | | | | | | |
| Common, 20,000 shares authorized by articles of incorporation | $ 100.00 | $ 2,000,000.00 | $ 90,000.00 | None sold. | | | |
| Total | | $ 2,000,000.00 | $ 90,000.00 | | | | |

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | GIVE PARTICULARS AND EXPLANATIONS. |
|---|---|---|---|
| ISSUED FOR CONSTRUCTION— | | | |
| Common | 900 | $ 90,000.00 | Road built by contract and stock and bonds issued in payment. |
| Total | 900 | $ 90,000.00 | |

## FUNDED DEBT.

### COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | INTEREST. | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Date of issue. | When due. | | | | | Rate. | When payable. | Amount accrued during year. | Amount paid during year. |
| First mortgage | May 1, 1882 | May 1, 1962 | $ 60,000.00 | $ 60,000.00 | $ 50,000.00 | ..... | 6 | May and Nov. | $ 3,000.00 | $ 3,000.00 |
| Total | | | $ 60,000.00 | $ 60,000.00 | $ 50,000.00 | ..... | | | $ 3,000.00 | $ 3,000.00 |

### RECAPITULATION OF FUNDED DEBT.

| ACCOUNT. | Amount issued. | Amount outstanding. | INTEREST. | |
|---|---|---|---|---|
| | | | Amount accrued during year. | Amount paid during year. |
| Bonds | $ 60,000.00 | $ 50,000.00 | $ 3,000.00 | $ 3,000.00 |
| Total | $ 60,000.00 | $ 50,000.00 | $ 3,000.00 | $ 3,000.00 |



## RECAPITULATION.

### FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| | | To Railroads. | To other Properties. | Miles. | Amount. | |
| Capital stock | $ 90,000.00 | $ 90,000.00 | ..... | 5.93 | $ 15,000.00 | |
| Bonds | 50,000.00 | 50,000.00 | ..... | 5.91 | 8,333.33 | |
| Total | $ 140,000.00 | $ 140,000.00 | ..... | 5.93 | $ 23,333.33 | |

### MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN INCOME ACCOUNT.

| NAME OF ROAD. | CAPITAL STOCK. | FUNDED DEBT. | CURRENT LIABILITIES. | TOTAL. | AMOUNT PER MILE OF ROAD. | |
|---|---|---|---|---|---|---|
| | | | | | Miles. | Amount. |
| Iowa Northern Railway Company | $ 90,000.00 | $ 50,000.00 | $ 1,182.43 | $ 141,182.43 | 5.93 | $ 23,530.40 |
| Grand total | $ 90,000.00 | $ 50,000.00 | $ 1,182.43 | $ 141,182.43 | 5.93 | $ 23,530.40 |
| Grand total for Iowa | $ 90,000.00 | $ 50,000.00 | $ 1,182.43 | $ 141,182.43 | 5.93 | $ 23,530.40 |

## PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. Included operating expenses. | Not included in operating expenses. | Total expenditures. |
|---|---|---|---|
| CONSTRUCTION— | | | |
| Fences | $ 56.94 | | |
| Rails | 1,520.10 | | |
| Ties | 460.67 | | |
| Total construction | $ 2,040.61 | | |

Expended for construction and equipment in Iowa $2,040.61.

## COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888. | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| CONSTRUCTION— | | | | |
| Right of way | | | | |
| Other real estate | | | | |
| Fences | | | | |
| Grading and bridge and culvert masonry | | | | |
| Bridges and trestles | | | | |
| Rails | | | | |
| Ties | | | | |
| Other superstructure | | | | |
| Buildings, furniture and fixtures | | | | |
| Shop machinery and tools | Road built by contract and stock and bonds issued in payment. | | | |
| Engineering expenses | | | | |
| Interest during construction | | | | |
| Discount on securities sold for construction | | | | |
| Telegraph line | | | | |
| Wharfing, etc. | | | | |
| Sidings and yard extensions | | | | |
| Terminal facilities and elevators | | | | |
| Road built by contract | | | | |
| Purchase of constructed road | | | | |
| Other items | | | | |
| Total construction | | | | |
| EQUIPMENT— | | | | |
| Locomotives | | | | |
| Passenger cars | | | | |
| Sleeping, parlor and dining cars | | | | |
| Baggage, express and postal cars | Leased. | | | |
| Combination cars | | | | |
| Freight cars | | | | |
| Other cars of all classes | | | | |
| Floating equipment | | | | |
| Total equipment | | | | |



## INCOME ACCOUNT.

(FOR ROADS MAKING OPERATING REPORTS.)

| | | |
|---|---|---|
| Gross earnings from operation | $ 11,386.53 | |
| Less operating expenses | 9,277.26 | |
| Income from operation | | $ 2,109.27 |
| Total income | | $ 2,109.27 |
| DEDUCTIONS FROM INCOME: | | |
| Interest on funded debt accrued | $ 3,000.00 | |
| Taxes | 676.87 | |
| Total deductions from income | | $ 3,676.87 |
| Deficit | $ 1,567.60 | |
| Total | | $ 1,567.60 |
| Deficit from operations of year ending June 30, 1889 | | $ 1,567.60 |
| Surplus on June 30, 1888 | | 385.17 |
| Deficit on June 30, 1889 | | $ 1,182.43 |

## EARNINGS FROM OPERATION.

| | |
|---|---|
| PASSENGER. | |
| Passenger revenue | $ 1,448.13 |
| Total passenger revenue | $ 1,448.13 |
| Total passenger earnings | $ 1,448.13 |
| FREIGHT: | |
| Freight revenue | $ 9,938.40 |
| Total freight revenue | $ 9,938.40 |
| Total freight earnings | $ 9,938.40 |
| Total passenger and freight earnings | $ 11,386.53 |
| Total gross earnings from operation | $ 11,386.53 |
| Total gross earnings from operation in Iowa | All. |

| | |
|---|---|
| Operating expenses per mile of road | $ 1,564.29 |
| Operating expenses per train mile | 0.92.62 |
| Proportion of operating expenses and taxes for Iowa | All. |
| Percentage of expenses to earnings | 81.47 |
| Net earnings per train mile | 21.05 |
| Percentage of earnings to stock and debt | 0.81.325 |
| Percentage of earnings to cost of road and equipment | 0.74.577 |
| Surplus at the commencement of the year | 385.17 |
| Deficit at the close of the year | 1,182.43 |

## OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | | $ 722.61 | $ 722.61 |
| Renewals of rails | | 1,529.10 | 1,529.10 |
| Renewals of ties | | 460.67 | 460.67 |
| Repairs of buildings | | 50.04 | 50.04 |
| Total | | $ 2,763.32 | $ 2,763.32 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives ... } Repairs and renewals of passenger cars } Rent equipment.. | | $ 1,162.03 | $ 1,162.03 |
| Repairs and renewals of freight cars ... } | | | |
| Total | | $ 1,162.03 | $ 1,162.03 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of enginemen, firemen, and roundhousemen | | $ 1,740.00 | $ 1,740.00 |
| Fuel for locomotives | | 1,030.50 | 1,030.50 |
| All other supplies for locomotives | | 134.30 | 134.30 |
| Wages of other trainmen | | 445.00 | 445.00 |
| Telephone construction | | 330.86 | 330.86 |
| Wages of station agents, clerks and laborers | | 450.00 | 450.00 |
| Loss and damage | | 48.00 | 48.00 |
| Injuries to persons | | 96.25 | 96.25 |
| Total | | $ 4,204.91 | $ 4,204.91 |
| GENERAL EXPENSES— | | | |
| Salaries of officers | | $ 750.00 | $ 750.00 |
| General office expenses and supplies | | 360.00 | 360.00 |
| Stationery and printing | | 7.00 | 7.00 |
| Total | | $ 1,117.00 | $ 1,117.00 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | | | $ 2,763.32 |
| Maintenance of equipment | | | 1,162.03 |
| Conducting transportation | | | 4,204.91 |
| General expenses | | | 1,117.00 |
| Grand total | | | $ 9,277.26 |
| Operating expenses in Iowa | All in Iowa. | | |
| Percentage of operating expenses to earnings | | | $ 81.47 |

## FENCING IN IOWA.

| | |
|---|---|
| How many miles of fencing have you on your road in Iowa | .50 |
| What is the average cost per mile | Don't know. |
| What is the total cost of same | Don't know. |
| How many miles of new fencing have you built during the year | .50 |
| Give the number of miles needed to complete your fencing in Iowa | 9.50 |



## GENERAL BALANCE SHEET.

### DEBIT.

| | | |
|---|---|---|
| Cost of road | $ 140,000.00 | |
| Cost of equipment | Leased. | |
| OTHER ASSETS: | | |
| Profit and loss | 1,182.43 | |
| Total | | $ 141,182.43 |

### CREDIT.

| | | |
|---|---|---|
| Capital stock | $ 90,000.00 | |
| Funded debt | 50,000.00 | |
| Current liabilities—account payable | 1,182.43 | |
| Total | | $ 141,182.43 |

## CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

### RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| NET INCOME: | | |
| From operation | $ 2,109.27 | |
| Total | | $ 2,109.27 |
| INCREASE IN LIABILITIES: | | |
| Increase in current liabilities | 1,182.43 | |
| Total | | $ 1,182.43 |
| DECREASE IN ASSETS: | | |
| Cash assets | 385.17 | |
| Total | | $ 385.17 |
| Grand total | | $ 3,676.87 |

### RESOURCES ACCOUNTED FOR.

| | | |
|---|---|---|
| FIXED CHARGES: | | |
| Interest on funded debt paid | $ 3,000.00 | |
| Taxes | 676.87 | |
| Total | | $ 3,676.87 |
| BETTERMENTS TO PROPERTY: | | |
| Other permanent improvements. (Charged in operating expenses.) | | |
| Grand total | | $ 3,676.87 |

SECURITY FOR FUNDED DEBT

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | Miles. | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|---|---|---|---|---|---|---|
| First mortgage bonds | Colfax to Valeria | 5.33 | $ 8,333.33 | | | |



## EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General Superintendent | 1 | $ 750.00 | $ ..... |
| Secretary and Treasurer | 1 | 420.00 | ..... |
| Engineers | 1 | 840.00 | 2.68 |
| Firemen | 1 | 540.00 | 1.72 |
| Conductors | 1 | 420.00 | 1.34 |
| *Section foremen | 1 | ..... | 1.50 |
| *Other trackmen | 2 | ..... | 1.50 |
| Total | 8 | $ 3,000.00 | ..... |
| DISTRIBUTION OF ABOVE— | | | |
| General administration | 2 | $ 1,200.00 | ..... |
| Maintenance of way and structures | 3 | ..... | ..... |
| Conducting transportation | 3 | 1,800.00 | ..... |
| Total | 8 | $ 3,000.00 | ..... |

Number of employes in Iowa. All in Iowa.
Amount paid employes in Iowa. All in Iowa.

## PASSENGER, FREIGHT, AND TRAIN MILEAGE.

| | | | |
|---|---|---|---|
| PASSENGER TRAFFIC: | | | |
| Number of passengers carried earning revenue | 12,067 | | |
| Number of passengers carried one mile | 42,235 | | |
| Average distance carried, miles | 3½ | | |
| Total passenger revenue | | $ | 1,448.13 |
| Average amount received from each passenger | | | 12.50 |
| Average receipts per passenger per mile | | | 3.50 |
| Passenger earnings per mile of road | | | 244.20 |
| Passenger earnings per train mile, | | | .14.45 |
| FREIGHT TRAFFIC: | | | |
| Number of tons carried of freight earning revenue | 66,256 | | |
| Number of tons carried one mile | 231,896 | | |
| Average distance haul of one ton, miles | 3½ | | |
| Total freight revenue | | $ | 9,938.40 |
| Average amount received for each ton of freight | | | .15 |
| Average receipts per ton per mile | | | .04.885 |
| Freight earnings per mile of road | | | 1,675.05 |
| Freight earnings per train mile | | | .99.225 |
| PASSENGER AND FREIGHT: | | | |
| Passenger and freight earnings | | $ | 11,386.53 |
| Passenger and freight earnings per mile of road | | | 1,920.15 |
| Expense per mile of road | | | 1,562.83 |
| Total earnings per mile of road | | | 1,920.15 |
| Number of mixed trains (all mixed) | 940 | | |

*These men are not regularly employed, but are paid wages as stated when employed.

TRAIN MILEAGE:

| | |
|---|---|
| Miles run by mixed trains (all mixed) | 10,016 |
| Total mileage trains earning revenue | 10,016 |
| Mileage of loaded freight cars—south or west | 15,459 |
| Mileage of loaded freight cars—north or east | 15,459 |
| Average number of freight cars in train | 7 |
| Average number of loaded cars in train | 7 |
| Average number of empty cars in train | 7 |
| Average number of tons of freight in train | 105 |
| Average number of tons of freight in each loaded car | 15 |

Average number of tons in cars when shipped in car lots.
Fifteen.

Average number of tons in cars when shipped in less than car lots.
None shipped.

What per cent does the local freight business of Iowa bear to the total freight business of the entire line?
One hundred.

What per cent does local freight business of Iowa bear to freight originating on your line in Iowa and passing outside the State?
All local.

What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?
All local.

What per cent does local freight business bear to freight moved across the State from points outside to points inside the State?
All local.

What per cent of freight received at each station on your road is local and what per cent inter-State?
All local.

What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?
All local.

What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?
All Iowa business.

What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?
All business is in Iowa.

What proportion of earnings is credited to each branch line of your road on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?
No branches.

Give the amount and kind of freight furnished by each branch line to your main line.
No branches.

Same for passengers.
No branches.



## FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCE OF MINES— | | | | |
| Bituminous coal | | | 66,256 | 100 |

## DESCRIPTION OF EQUIPMENT.

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. Number. | Kind. | CARS FITTED WITH AUTOMATIC COUPLER. Number. | Kind. |
|---|---|---|---|---|---|---|
| LOCOMOTIVES— | | | | | | |
| Freight | | 1 | 1 | Hand | | |
| Total | | 1 | 1 | | | |
| CARS IN PASSENGER SERVICE— | | | | | | |
| Combination passenger cars | | 1 | 1 | Hand | | |
| Total | | 1 | 1 | | | |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Flat cars | | 2 | 2 | Hand | | |
| Total | | 2 | 2 | | | |
| CARS LEASED— | | 3 | 3 | Hand | | |
| Grand total | | 3 | 3 | | | |

Equipment leased.

## MILEAGE

### A. MILEAGE OF ROAD OPERATED

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary company. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track | 5.93 | | | | | | 5.93 | | 4.93 | 1 |
| Miles of yard track, sidings and spurs | .50 | | | | | | .50 | | .50 | |
| Total mileage operated (all tracks) | 6.43 | | | | | | 5.93 | | 5.43 | 1 |

### B. MILEAGE OF LINE BY STATES AND TERRITORIES.

#### I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary company. | New line constructed during year. | Total mileage, exclusive of trackage rights. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Iowa | 5.93 | | | | | | | | 4.93 | 1 |
| Total mileage operated (single track) | 5.93 | | | | | | | | 4.93 | 1 |



### RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. Kind. | Tons. | Weight per yard, lbs. | Average price per ton at distributing point. | NEW TIES LAID DURING YEAR. Kind. | Number. | Average price at distributing point. |
|---|---|---|---|---|---|---|
| Steel | 90 | 56 | $ 30.00 | Oak | 900 | $ .51 |
| Total steel | 90 | 56 | $ 30.00 | Total | 900 | $ .51 |

### CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | Wood, cords—soft. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|
| Freight | 510.25 | 48 | | 10,016 | 102 |
| Total | 510.25 | 48 | | 10,016 | 102 |
| Average cost at distributing point | $ 2.00 | $ 4.00 | | | |

### ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | PASSENGERS. Killed. | PASSENGERS. Injured. | OTHERS. TRESPASSERS. Killed. | OTHERS. TRESPASSERS. Injured. | OTHERS. NOT TRESPASSING. Killed. | OTHERS. NOT TRESPASSING. Injured. | TOTAL. Killed. | TOTAL. Injured. |
|---|---|---|---|---|---|---|---|---|
| At stations | | | 1 | | | | 1 | |
| Total | | | 1 | | | | 1 | |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Ascending grades. | | | Descending grades. | | |
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | Length of level line—miles. | Number. | Sum of ascents—feet. | Aggregate length of ascending grades—miles. | Number. | Sum of descents—feet. | Aggregate length of descending grades—miles. |
| Colfax | Valeria | 5.93 | 8* | 80.73* | 237.27* | 152.10 | 9 | 80* | 113.50 | 9 | 34 | 47.50 |

*Feet.



CHARACTERISTICS OF ROAD—CONTINUED.

TRESTLES—
Number ..... 9
Aggregate length, feet ..... 3,112

GAUGE OF TRACK—
Four feet and eight and one half inches.

TELEGRAPH—
Owned by this company, telephone, 6 miles of line.
Operated by this company, telephone, 6 miles of line.

## QUESTIONS FOR GENERAL INFORMATION.

The average amount of tonnage that can be carried on your road in the State by an engine of given weight:

For a 30-ton engine, about 175 tons, additional to cars.

Section 4, chapter 77 of the laws of the Seventeenth General Assembly, says that the said Railroad Commissioners shall, on the first Monday of December, make a report to the Governor, etc.

The tenth clause of the section says the report shall contain such statistics of the road and its transportion business for the year as may, in the judgment of the Commissioners, be necessary and proper for the information of the General Assembly, or AS MAY BE REQUIRED BY THE GOVERNOR.

Under the provisions of this clause, the Governor has submitted questions contained in the following letter, which you will please answer:

STATE OF IOWA,
EXECUTIVE OFFICE, DES MOINES, August 5, 1889.

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

GENTLEMEN—I must again request that you obtain and incorporate into your next annual report the following information as to every railroad company doing business in this State, viz.:

1. The names of all persons who were stockholders on the 30th day of June, 1889; their place of residence, and the amount of stock owned by each.

2. The salary paid to its general officers, as President, Vice-president, Secretary, Treasurer, Auditor, General Manager and Assistants, Traffic Manager, General Freight Agent, General Solicitor, and Division Superintendents.

3. The average daily wages paid to its employes, as station agents, conductors, brakemen, engineers, firemen, flagmen, section men, etc.

4. The names of its regular attorneys in this State, the salary and other compensation of each; also the names of all other attorneys in the State retained by the road during the past year, and the retaining fee, per diem, or other compensation or emolument whatsoever received by each.

5. The number and total mileage of so-called one and two thousand mile tickets issued to persons in this State for other than cash compensations; also, whether the cash value of all mileage tickets is included in its report of gross receipts.

This information is of importance to the State as well as of great interest to the public. More publicity in the management of corporation affairs is necessary. It is a wise law that compels national banks to post up at their places of business a list of their stockholders; and there is certainly no good reason why the State and the public should not know who the owners of the railroads are that avail themselves of the State's franchises, do business under its laws and rely upon it for protection.

It is also essential that the mileage tickets issued by the various companies to editors, to its attorneys and to its employes, in lieu of other compensation be reported to the State. There is reason to believe that it is the practice of some companies not

to include the value of such mileage in their reports of total earnings, upon which the classification of railroads for the purpose of regulating their tariff is based.

You will please direct the attention of the various companies to the provisions of section 5, chapter 77, laws of the Seventeenth General Assembly; and should any of them fail to furnish the information required, I shall thank you to promptly report to me the names of such delinquents.

Yours truly,

WM. LARRABEE.

IOWA NORTHERN RAILWAY COMPANY,
COLFAX, IOWA, October 24, 1889.

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

DEAR SIR—In reply to question No. 1 of Mr. Larrabee:

NO. OF STOCKHOLDERS.

| | |
|---|---|
| J. S. Wylie, Davenport, share | 1 |
| D. Ryan, Newton, share | 1 |
| D. S. Couch, Colfax, share | 1 |
| F. H. Griggs, Davenport, share | 1 |
| G. A. Goodrich, Colfax, share | 1 |
| F. H. Griggs (as Trustee), Davenport, shares | 850 |
| Total shares | 900 |
| Total value of shares | $ 90,000.00 |

Questions Nos. 2 and 3: Answered on page 30. Question No. 4: Nothing paid and none employed. Question No. 5: Do not issue any 1,000 or 2,000 mile tickets.

Yours respectfully,

GEO. A. GOODRICH,
*Secretary.*

STATE OF IOWA, COUNTY OF JASPER. } ss.

We, the undersigned, D. S. Couch, Superintendent, and Geo. A. Goodrich, Treasurer, of the Iowa Northern Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

D. S. COUCH,
*Superintendent.*

GEO. A. GOODRICH,
*Treasurer.*

Subscribed and sworn to before me this 9th day of October, 1889.

C. E. CROGAN,
*Notary Public.*

[SEAL.]

# ANNUAL REPORT

OF THE

# WABASH WESTERN RAILWAY COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

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### HISTORY.

Name of common carrier making this report:
The Wabash Western Railway Company.

Date of organization:
March 7, 1887.

Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:
General laws of the State of Missouri.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized:
It is a part of the property acquired under foreclosure sale of the Wabash, St. Louis & Pacific Railway Company, which company was organized under the general laws of Ohio, Indiana, Illinois and Missouri.

### ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| O. D. Ashley | New York City, New York | March 13, 1890. |
| Edgar T. Wells | Hartford, Connecticut | March 13, 1890. |
| Thos. H. Hubbard | New York City, New York | March 13, 1890. |
| Effingham B. Nichols | New York City, New York | March 13, 1890. |
| Cyrus J. Lawrence | New York City, New York | March 13, 1890. |
| James F. Howe | St. Louis, Missouri | March 13, 1890. |
| P. B. Wyckoff | New York City, New York | March 13, 1890. |
| Henry K. McHarg | New York City, New York | March 13, 1890. |
| Chas. M. Hays | St. Louis, Missouri | March 13, 1890. |

Date of last meeting of stockholders for election of directors:
March 12, 1889.

Give post-office address of general office:
St. Louis, Missouri.

Give post-office address of operating office:
St. Louis, Missouri.

## OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| President | O. D. Ashley | New York City, N. Y. |
| Vice-president | Edgar T. Wells | New York City, N. Y. |
| Vice-president | James F. Howe | St. Louis, Missouri. |
| Secretary | J. C. Otteson | New York City, N. Y. |
| Treasurer | James F. Howe | St. Louis, Missouri. |
| Assistant Treasurer | F. L. O'Leary | St. Louis, Missouri. |
| Chief Engineer | W. S. Lincoln | St. Louis, Missouri. |
| General Solicitor, Att'y, or Counsel | W. H. Blodgett | St. Louis, Missouri. |
| Ass't Solicitor, Att'y or Counsel | H. S. Priest | St. Louis, Missouri. |
| Solicitor for Iowa | (See note) | |
| Auditor | D. B. Howard | St. Louis, Missouri. |
| General Manager | Chas. M. Hays | St. Louis, Missouri. |
| General Freight Agent | M. Knight | St. Louis, Missouri. |
| General Passenger Agent<br>General Ticket Agent | F. Chandler | St. Louis, Missouri. |
| Division Superintendent | H. L. Magee | Kansas City, Missouri. |
| Division Superintendent | J. S. Goodrich | Chicago, Illinois. |
| Superintendent for Iowa | H. L. Magee | Kansas City, Missouri. |
| Division Superintendent for Iowa | H. L. Magee | Kansas City, Missouri. |
| Superintendent of Telegraph | G. C. Kinsman | Decatur, Illinois. |
| General Baggage Agent | S. Overholt | St. Louis, Missouri. |

The firm of Cummins & Wright, of Des Moines, and S. S. Caruthers, of Bloomfield, represent our legal interests in Iowa. They have no fixed salary, but are paid for work actually done.



## PROPERTY OPERATED.

| NAME. | TERMINALS. FROM— | TERMINALS. TO— | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| MAIN LINE OWNED— | | | | |
| The Wabash Western Railway | St. Louis | Kansas City | 275.0 | |
| | St. Louis | Ferguson | 11.1 | |
| | Moberly | Coatesville | 87.6 | |
| | Coatesville | Ottumwa | 43.4 | |
| | | | | 417.1 |
| BRANCH LINE OWNED— | | | | |
| The Wabash Western Railway | Glasgow | Salisbury | | 15.0 |
| LINES OPERATED UNDER LEASE— | | | | |
| Boone County & Booneville Railroad | Centralia | Columbia | 21.8 | |
| Brunswick & Chillicothe Railroad | Brunswick | Chillicothe | 38.0 | |
| St. Louis, Council Bluffs & Omaha Railway | Chillicothe | Pattonsburg | 41.7 | |
| Eel River Railroad | Logansport | Butler | 93.0 | |
| | | | | 194.5 |
| OPERATED FOR ACCOUNT OF THE PURCHASING COMMITTEE OF THE WABASH, ST. LOUIS & PACIFIC R'Y CO.— | | | | |
| Des Moines & St. Louis Railroad | Albia | Des Moines | 67.3 | |
| Detroit, Butler & St. Louis Railroad | Butler | Detroit | 113.5 | |
| Attica, Covington & Southern Railroad | Attica | Covington | 14.5 | |
| Champaign & Sidney Railroad | Champaign | Sidney | 11.6 | |
| | | | | 206.9 |
| OPERATED UNDER TRACKAGE RIGHTS, BUT CONTRIBUTING NO EARNINGS FROM THE LOCAL BUSINESS— | | | | |
| Chicago & Atlantic Railroad | Laketon Junction | Chicago | 122.8 | |
| Terre Haute & Indianapolis Railroad | Logansport | Clymers | 6.0 | |
| Chicago, Rock Island & Pacific Railway | Ottumwa | Harvey | 37.8 | |
| Kansas City Bridge | Harlem | Kansas City | 1.8 | |
| | | | | 168.4 |
| Total mileage operated | | | | 1,001.9 |
| Total mileage operated in Iowa | | | | 148.1 |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

The Des Moines & St. Louis Railroad, formerly a part of the Wabash, St. Louis & Pacific Railway Company's system of roads, was at the foreclosure sale bid in by the Purchasing Committee of the Wabash, St. Louis & Pacific Railway Company, and upon the first day of July, 1880, was owned by the said Purchasing Committee, and is now being operated by the Wabash Railroad Company (formerly Wabash Western Railway Company), for account of the Purchasing Committee.



## CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. June 30, 1889. | MARKET PRICE OF SHARES. Average for year. | DIVIDENDS DECLARED DURING YEAR. Rate. | DIVIDENDS DECLARED DURING YEAR. Amount. |
|---|---|---|---|---|---|---|---|
| CAPITAL STOCK— | | | | | | | |
| Common | $ 100.00 | $ 30,000,000.00 | $ 30,000,000.00 | | | | |
| Total | | $ 30,000,000.00 | $ 30,000,000.00 | | | | |

| | |
|---|---|
| Amount of stock per mile of road | $ 69,444.00 |
| Amount of stock representing road in Iowa | None. |
| Amount of stock held in Iowa | Not known. |
| Total number of stockholders | Not known. |
| Number of stockholders in Iowa | Not known. |

## FUNDED DEBT.

### COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | INTEREST. | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Date of issue. | When due. | | | | Rate. | When payable. | Amount accrued during year. | Amount paid during year. |
| North Missouri first mortgage | Mar., 1865 | Mar., 1895 | $ 6,000,000.00 | $ 6,000,000.00 | $ 6,000,000.00 | 7 | Jan. and July | $ 420,000.00 | $ 420,000.00 |
| Real estate and railway mortgage | Sept., 1874 | Sept., 1895 | 3,000,000.00 | 3,000,000.00 | 3,000,000.00 | 7 | Mar. and Sept. | 210,000.00 | 210,000.00 |
| St. Charles Bridge first mortgage | Oct., 1878 | Oct., 1908 | 1,000,000.00 | 1,000,000.00 | 1,000,000.00 | 6 | April and Oct. | 60,000.00 | 60,000.00 |
| St. Charles Bridge second mortgage | Oct., 1878 | Oct., 1903 | 388,500.00 | 388,500.00 | 388,500.00 | 7 | April and Oct. | 27,195.00 | 27,195.00 |
| Ottumwa Division | Oct., 1887 | April, 1904 | 322,000.00 | 322,000.00 | 322,000.00 | 7 | April and Oct. | 22,540.00 | 22,540.00 |
| LEASED LINES— | | | | | | | | | |
| Brunswick & Chillicothe | Aug., 1878 | Aug., 1903 | 304,500.00 | 304,500.00 | 304,500.00 | 6 | Feb. and Aug. | 18,270.00 | 18,270.00 |
| St. Louis, Council Bluffs & Omaha | Sept., 1872 | Sept., 1902 | 626,000.00 | 626,000.00 | 626,000.00 | 6 | Jan. and July | 37,560.00 | 37,560.00 |
| Boone County & Booneville | Mar., 1873 | May, 1903 | 100,000.00 | 100,000.00 | 100,000.00 | 7 | May and Nov. | 7,000.00 | 7,000.00 |
| Total | | | $ 11,741,000.00 | $ 11,741,000.00 | $ 11,741,000.00 | | | $ 802,565.00 | $ 802,565.00 |



## CAR TRUST OBLIGATIONS.

### A. GENERAL STATEMENT.

| SERIES OR OTHER DESIGNATION. | Date of issue. | Term. | Number of payments. | EQUIPMENT COVERED. | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|
| New York & Pacific Car Trust, Series A | June, 1880 | Mar. 1, 1885 | 20 | 19 engines, 1,800 box freight cars, 278 stock cars, 414 coal cars, 200 flat cars, 10 caboose cars, 1 dining car. | The equipment of the New York & Pacific Car Trust Association was leased by the Wabash, St. Louis & Pacific Railway Company, and when a separate Receiver was appointed for the lines east of the Mississippi river, January 1, 1887, a portion of the equipment was assigned to him under an agreement between said Receiver and the Receivers of the Wabash, St. Louis & Pacific Railway. |
| B | Oct., 1880 | July, 1885 | 20 | 22 engines, 300 box freight cars, 22 stock cars, 220 coal cars, 100 flat cars, 14 passenger cars. | |
| C | April 1, 1881 | Jan. 1, 1891 | 40 | 34 engines, 615 box freight cars, 280 coal cars, 3 dining cars. | |
| D | Jan. 1, 1882 | June 1, 1892 | 42 | 38 engines, 3,180 box freight cars, 940 stock cars, 1,000 coal cars, 310 flat cars, 25 caboose cars, 100 refrigerater cars, 40 passenger cars, 22 baggage cars, 1 officer's car, 4 dining cars, 1 postal car. | |

## FUNDED DEBT—CONTINUED.

B. STATEMENT OF AMOUNT.

| SERIES OR OTHER DESIGNATION. | Cash paid on delivery of equipment. | DEFERRED PAYMENTS—PRINCIPAL AND INTEREST. | | *DEFERRED PAYMENTS—INTEREST. | | | | |
|---|---|---|---|---|---|---|---|---|
| | | Original amount. | Amount outstanding. | Original amount. | Amount outstanding. | Amount accrued during year. | Amount paid during year. | Rate. |
| A | | $ 1,500,000.00 | $ 675,000.00 | | | | | |
| B | | 600,000.00 | 300,000.00 | | | | | |
| C | | 700,000.00 | 560,000.00 | | | | | |
| D | | 1,771,000.00 | 1,661,000.00 | | | | | |
| Total | | $ 4,571,000.00 | $ 3,196,000.00 | | | | | |

| | | |
|---|---|---|
| 5 per cent on $3,196,000.00 | $ 159,800.00 | |
| 41.24 per cent of $159,800.00 | | $ 65,901.52 |
| Charge against Des Moines & Northwestern Railway Company | | 11,690.76 |
| Wabash Western Railway proportion | | $ 54,210.76 |

## RECAPITULATION OF FUNDED DEBT.

| ACCOUNT | Amount issued. | Amount outstanding. | INTEREST. | |
|---|---|---|---|---|
| | | | Amount accrued during year. | Amount paid during year. |
| Bonds | $ 11,741,000.00 | $ 11,741,000.00 | $ 802,565.00 | $ 802,565.00 |
| Car trust obligations | 4,571,000.00 | 3,196,000.00 | 54,210.76 | 54,210.76 |
| Total | $ 16,312,000.00 | $ 14,937,000.00 | $ 856,775.76 | $ 856,775.76 |

*The Wabash Western Railway Company paid during the year 41.24 per cent of 5 per cent on $3,196,000.00, after deducting the charge against the Des Moines & Northwestern Railway for narrow gauge equipment turned over to them:



## CURRENT ASSETS AND LIABILITIES.

### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---|
| Cash | $ 476,981.03 |
| Due from agents | 96,002.83 |
| Due from solvent companies and individuals | 262,302.36 |
| Interest and dividends received | 10,007.95 |
| Other cash assets | 231,754.44 |
| Balance current liabilities | |
| Total | $ 1,050,826.61 |
| Materials and supplies on hand, $262,450.72. | |

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1898.

| | |
|---|---|
| Audited vouchers and accounts | $ 266,487.27 |
| Wages and salaries | 238,105.82 |
| Net traffic balances due to other companies | 100,529.30 |
| Matured interest coupons unpaid | 363,574.02 |
| Miscellaneous | 121,258.51 |
| Total | $ 1,090,826.61 |

## RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. To Railroads. | APPORTIONMENT. To other Properties. | AMOUNT PER MILE OF ROAD. Miles. | AMOUNT PER MILE OF ROAD. Amount. | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| Capital stock | $ 30,000,000.00 | $ 30,000,000.00 | $ | 432.1 | $ 69,444.00 | |
| Bonds | 10,710,500.00 | 10,710,500.00 | | 432.1 | 24,787.00 | |
| Car trust obligations | 3,196,000.00 | | 3,196,000.00 | | | See explanation, page .... |
| Total | $ 43,906,500.00 | $ 40,710,500.00 | $ 3,196,000.00 | | $ 94,231.00 | |

MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| NAME OF ROAD. | CAPITAL STOCK. | FUNDED DEBT. | CURRENT LIABILITIES. | TOTAL. | AMOUNT PER MILE OF ROAD. Miles. | AMOUNT PER MILE OF ROAD. Amount. |
|---|---|---|---|---|---|---|
| Brunswick & Chillicothe Railroad | $ | $ 304,500.00 | $ | $ 304,500.00 | 38.9 | $ 8,000.00 |
| St. Louis, Council Bluffs & Omaha Railroad | | 626,000.00 | | 626,000.00 | 41.7 | 15,000.00 |
| Boone County & Booneville Railroad | | 100,000.00 | | 100,000.00 | 21.8 | 4,580.00 |
| The Wabash Western Railway | 30,000,000.00 | 10,710,500.00 | 261,754.44 | 40,972,254.44 | 432.1 | 94,843.00 |
| Grand total | $ 30,000,000.00 | $ 11,741,000.00 | $ 261,754.44 | $ 42,002,754.44 | 553.6 | $ 78,715.00 |



### PERMANENT IMPROVEMENTS FOR THE YEAR.

No separate account kept for construction, but all sums so expended, are included in operating expenses.

### INCOME ACCOUNT.

| | | |
|---|---|---|
| Gross earnings from operation | $ 5,868,660.46 | |
| Less operating expenses | 4,368,811.45 | |
| Income from operation | | $ 1,499,849.01 |
| Rentals of tracks, yards and terminals | $ 42,000.00 | |
| Miscellaneous income, less expenses | 36,059.21 | |
| Income from other sources | | 78,059.21 |
| Total income | | $ 1,577,908.22 |
| Deductions from income: | | |
| Interest on funded debt accrued | $ 739,735.00 | |
| Rentals, including tracks, yards and terminals | 327,303.95 | |
| Taxes | 135,672.04 | |
| Other deductions | 105,897.65 | |
| Total deductions from income | | $ 1,308,608.64 |
| Net income | | $ 269,299.58 |
| Surplus on June 30, 1888 | | 245,098.87 |
| Surplus on June 30, 1889 | | $ 514,398.45 |

## EARNINGS FROM OPERATION.

| | | |
|---|---|---|
| PASSENGER— | | |
| Passenger revenue | | $ 1,628,240.09 |
| Less repayments: | | |
| Tickets redeemed | $ 10,545.31 | |
| Other repayments | 4,594.40 | |
| Total deductions | | $ 15,139.71 |
| Total passenger revenue | | $ 1,613,100.38 |
| Mail | | $ 124,760.78 |
| Express | | 135,119.87 |
| Extra baggage and storage | | 20,082.37 |
| Total passenger earnings | | $ 1,893,063.40 |
| FREIGHT— | | |
| Freight revenue | | $ 3,941,848.74 |
| Less repayments: | | |
| Overcharge to shippers | $ 112,488.55 | |
| Other repayments | 60,426.07 | |
| Total deductions | | $ 172,914.62 |
| Total freight revenue | | $ 3,768,934.12 |
| Other items | | 106,423.07 |
| Total freight earnings | | $ 3,875,357.19 |
| Total passenger and freight earnings | | $ 5,769,520.59 |
| OTHER EARNINGS FROM OPERATION— | | |
| Other sources | | $ 99,339.87 |
| Total other earnings | | $ 99,339.87 |
| Total gross earnings from operation | | $ 5,868,860.46 |
| Total gross earnings from operation in Iowa | | 192,486.14 |
| Operating expenses per mile of road | | $ 4,369.60 |
| Operating expenses per train mile | | 0.64.99 |
| Percentage of operating expenses to earnings | | 74.44 |
| Net earnings per train mile, cents | | 22.86 |
| Percentage of earnings to stock and debt | | 11.66 |
| Percentage of net earnings to cost of road and equipment | | 11.66 |
| Surplus at the commencement of the year | | 245,098.87 |
| Surplus at the close of the year | | 514,398.45 |



## RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

| DESIGNATION OF PROPERTY. | SITUATION OF PROPERTY LEASED. | SAME OF COMPANY USING PROPERTY LEASED. | ITEM. | TOTAL. |
|---|---|---|---|---|
| TRACKS— | | | | |
| Wabash Western track | Moulton to Bloomfield | Chicago, Burlington & Kansas City R'y | $ 12,000.00 | |
| Wabash Western track | Forest Park to 18th Street | St. Louis, Kansas City & Colorado R. R. | 30,000.00 | |
| Total | | | | $ 42,000.00 |
| Grand total rentals received | | | | $ 42,000.00 |

## MISCELLANEOUS INCOME.

| ITEM. | Gross income. | Less expenses. | Net miscellaneous income. |
|---|---|---|---|
| Rent of property, St. Louis and Des Moines | | | $ 1,230.33 |
| Detroit Elevator rentals | | | 9,907.58 |
| Interest | | | 27,910.80 |
| Total | | | $ 39,050.21 |

## OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | $ 110,235.85 | $ 284,992.32 | $ 395,228.17 |
| Renewals of rails | 6,573.09 | 20,168.02 | 26,742.61 |
| Renewals of ties | 37,010.71 | 92,298.46 | 129,309.17 |
| Repairs of bridges and culverts | 35,779.58 | 89,058.39 | 122,837.97 |
| Repairs of fences, road-crossings, signs, and cattle-guards | 10,302.66 | 27,567.00 | 37,869.66 |
| Repairs of buildings | 27,171.93 | 41,897.70 | 69,069.63 |
| Repairs of telegraph | 2,553.65 | 6,165.04 | 8,718.69 |
| Other expenses | 24,315.64 | 70,241.12 | 94,556.76 |
| River protection | 11,354.14 | 30,092.31 | 41,446.45 |
| Total | $ 263,255.85 | $ 662,391.26 | $ 925,647.11 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | $ 81,425.27 | $ 220,732.57 | $ 302,157.84 |
| Repairs and renewals of passenger cars | 131,065.00 | | 131,065.00 |
| Repairs and renewals of freight cars | | 181,817.32 | 181,817.32 |
| Shop machinery, tools, etc. | 8,897.43 | 23,532.32 | 32,429.75 |
| Other expenses | 15,154.59 | 38,896.00 | 54,050.59 |
| Total | $ 236,543.19 | $ 464,969.21 | $ 701,512.40 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of enginemen, firemen, and roundhousemen | $ 145,380.89 | $ 309,273.55 | $ 455,093.44 |
| Fuel for locomotives | 112,325.43 | 283,960.07 | 396,285.50 |
| Water-supply for locomotives | 7,952.14 | 20,715.97 | 28,668.11 |
| All other supplies for locomotives | 7,347.00 | 17,464.96 | 24,812.96 |
| Wages of other trainmen | 62,888.25 | 208,424.11 | 271,312.36 |
| All other train supplies | 17,174.65 | 8,894.45 | 26,069.10 |
| Wages of switchmen, flagmen and watchmen | 30,290.42 | 150,868.13 | 180,157.55 |
| Expense of telegraph, including train dispatchers and operators | 24,564.50 | 67,292.81 | 91,757.31 |
| Wages of station agents, clerks and laborers | 84,959.21 | 320,485.58 | 405,175.49 |
| Station supplies | 4,408.37 | 12,954.46 | 17,362.83 |
| Car mileage—balance | 30,250.50 | 74,193.07 | 104,490.57 |
| Loss and damage | 12,135.62 | 37,539.03 | 49,674.25 |
| Injuries to persons | 18,208.96 | 15,165.73 | 33,454.69 |
| Other expenses | 123,819.09 | 111,014.30 | 234,833.39 |
| Total | $ 671,371.35 | $ 1,638,156.82 | $ 2,309,528.17 |



## OPERATING EXPENSES—CONTINUED.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| GENERAL EXPENSES— | | | |
| Salaries of officers | $ 10,503.62 | $ 27,255.61 | $ 37,759.23 |
| Salaries of clerks | 9,348.01 | 24,300.66 | 33,648.67 |
| General office expenses and supplies | 2,017.08 | 5,585.26 | 7,602.34 |
| Agencies, including salaries and rent | 54,465.29 | 86,266.65 | 140,731.94 |
| Advertising | 26,566.43 | | 26,566.43 |
| Commissions | 97,393.04 | 7,731.28 | 105,014.92 |
| Insurance | 4,675.97 | 12,199.12 | 16,869.09 |
| Rentals not otherwise provided for | 3,691.92 | 9,937.11 | 13,329.03 |
| Legal expenses | 4,457.80 | 11,268.32 | 15,726.02 |
| Stationery and printing | 2,139.67 | 5,696.38 | 7,836.05 |
| Other general expenses | 4,775.80 | 12,278.06 | 17,053.45 |
| Total | $ 229,964.32 | $ 202,169.45 | $ 432,133.77 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | $ 263,255.85 | $ 662,391.26 | $ 925,647.11 |
| Maintenance of equipment | 236,543.19 | 464,969.21 | 701,512.40 |
| Conducting transportation | 671,371.35 | 1,638,156.82 | 2,309,528.17 |
| General expenses | 229,964.32 | 202,169.45 | 432,133.77 |
| Grand total | $ 1,401,124.71 | $ 2,967,686.74 | $ 4,368,811.45 |
| Operating expenses for Iowa | | | $ 235,704.74 |
| Percentage of operating expenses to earnings | | | 74.44 |

## FENCING IN IOWA.

| | | |
|---|---|---|
| How many miles of fencing have you on your road in Iowa | | 51.4 |
| What is the average cost per mile | $ | 130.00 |
| What is the total cost of same | | 6,939.00 |
| Give the number of miles needed to complete your fencing in Iowa | | 59.50 |

## RENTALS PAID.

### RENTS PAID FOR LEASE OF ROAD.

| NAME OF ROAD. | INTEREST ON BONDS GUARANTEED. | DIVIDENDS ON STOCK GUARANTEED. | CASH. | TOTAL. |
|---|---|---|---|---|
| Brunswick & Chillicothe Railroad | $ 18,270.00 | $ | $ | $ 18,270.00 |
| St. Louis, Council Bluffs & Omaha Railroad | 37,560.00 | | | 37,560.00 |
| Boone County & Boonville Railroad | 7,000.00 | | | 7,000.00 |
| Eel River Railroad | | 60,500.00 | | 60,500.00 |
| Total rentals | $ 62,830.00 | $ 60,500.00 | $ | $ 123,330.00 |



### RENTS PAID FOR LEASE OF OTHER PROPERTY.

| DESIGNATION AND SITUATION OF PROPERTY LEASED. | NAME OF COMPANY OWNING PROPERTY. | ITEM. | TOTAL. |
|---|---|---|---|
| TRACKS— | | | |
| Chicago, Rock Island & Pacific, Ottumwa to Harvey | Chicago, Rock Island & Pacific Railway Company | $ 15,747.85 | |
| Chicago & Atlantic, Laketon Junction to Chicago | Chicago & Atlantic Railway Company | 45,253.68 | |
| Terre Haute & Indianapolis, Logansport to Clymers | Terre Haute & Indianapolis Railroad Company | 9,900.00 | |
| Total | | | $ 71,000.53 |
| TERMINALS— | | | |
| Ottumwa Station, Ottumwa, Iowa | Chicago, Milwaukee & St. Paul Railway Company | $ 4,105.20 | |
| Attica Station, Attica, Indiana | Wabash Railway | 1,500.00 | |
| Kansas City Bridge, Kansas City | Hannibal & St. Joe Railroad | 33,000.00 | |
| Detroit Union Depot, Detroit, Michigan | Detroit Union Railway & Station Company | 68,550.93 | |
| Chicago & Western Indiana, Chicago | Chicago & Western Indiana Railroad | 13,860.30 | |
| Des Moines Station, Des Moines, Iowa | Des Moines Union Railway | 11,960.96 | |
| Total | | | 132,973.42 |
| Total rentals | | | $ 203,973.95 |
| Grand total rentals paid | | | $ 327,303.95 |

## GENERAL BALANCE SHEET.

### DEBIT.

| | | |
|---|---|---|
| Cost of road and equipment | | $41,711,009.00 |
| Cash and current assets | | 798,174.17 |
| Wabash reorganization | | 500,003.00 |
| OTHER ASSETS— | | |
| Materials and supplies | $ 292,436.72 | |
| Sundries | 13,716.17 | |
| | | 306,152.89 |
| Total | | $ 43,315,327.06 |

### CREDIT.

| | |
|---|---|
| Capital stock | $ 30,000,000.00 |
| Funded debt | 11,741,000.00 |
| Current liabilities | 1,059,908.61 |
| Profit and loss | 514,338.45 |
| Total | $ 43,315,327.06 |

## CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

### RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| NET INCOME— | | |
| From operation | $ 1,499,840.01 | |
| From other sources | 78,059.21 | |
| Total | | $ 1,577,908.22 |
| DECREASE IN ASSETS— | | |
| Cash assets | $ 459,062.93 | |
| Total | | $ 459,062.93 |
| Grand total | | $ 2,036,971.15 |

### RESOURCES ACCOUNTED FOR.

| | | |
|---|---|---|
| FIXED CHARGES— | | |
| Interest on funded debt paid | $ 739,735.00 | |
| Rentals | 327,303.95 | |
| Taxes | 135,672.04 | |
| Total | | $ 1,202,710.99 |
| Other charges against net income | | 105,897.63 |
| DECREASE IN LIABILITIES— | | |
| Decrease in current liabilities | | $ 112,838.11 |
| INCREASE IN ASSETS— | | |
| Other assets | | 543,003.90 |
| MISCELLANEOUS— | | |
| Other expenditures | | 72,520.41 |
| Grand total | | $ 2,036,971.15 |



## CONTRACTS, AGREEMENTS, ETC.

### EXPRESS COMPANIES.

The Pacific Express Company operates over the lines of this railway under an agreement between the Missouri Pacific Railway Company, the Wabash, St. Louis & Pacific Railway Company and the Union Pacific Railway Company. The Pacific Express Company pays over to this railway monthly a proportion of the entire earnings after deducting necessary operating expenses on the basis of the earnings of each railway to the whole earnings.

### MAILS.

The United States Post-office Department pays this railway company for mail service, as follows:

Route 28,004, St. Louis to Kansas City, $6,143.11 per month.
Route 28,007, Moberly to Ottumwa, $1,462.03 per month.
Route 28,009, Centralia to Columbia, $119.88 per month.
Route 28,013, Brunswick to Pattonsburg, $884.89 per month.
Route 28,025, Salisbury to Glasgow, $56.32 per month.
Route 27,030, Harvey to Des Moines, $223.97 per month.
Route 22,027, Detroit to Butler, $837.52 per month.
Route 22,054, Butler to Logansport, $683.21 per month.
Route 23,035, Champaign to Sidney, $43.78 per month.
Route 22,047, Attica to Covington, $55.21 per month.

### SLEEPING, PARLOR OR DINING CAR COMPANIES.

The Pullman Car Company furnish sleeping and parlor cars under arrangements similar to those on other roads.

The Woodruff Sleeping and Parlor Coach Company furnish sleeping cars under arrangements similar to those on other roads.

### FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

The America Refrigerator Transit Company of Illinois, agrees to furnish to the railway company refrigerator cars to transport all perishable goods, such as fresh beef pork, game, butter, eggs, vegetables, fruits, etc. The railway company pays one cent per mile for each car run and a commission of 12½ per cent of the rate received for the transportation of said property.

The following fast freight lines operate over the Detroit Division:

Canada Southern Line, Merchants Despatch Transportation Company, Lehigh Valley & Wabash Despatch, Commercial Express, National Despatch, Rome, Watertown & Ogdensburg Fast Freight, Great Eastern Line, West Shore Line, Hoosac Tunnel, Ontario Despatch.

This company pays the usual mileage on freight cars belonging to the lines and a proportion of the expenses of the Great Eastern Line, Hoosac Tunnel Line, West Shore Line and Lehigh Valley & Wabash Despatch.

### OTHER RAILROAD COMPANIES.

The St. Louis, Keokuk & Northwestern Railroad Company use our track between St. Peters and St. Louis, at an annual rental of $120,000.00, and also pay this company their proportion of maintenance and operation on a wheelage basis.

The Chicago, Burlington & Kansas City Railroad use our track between Moulton and Bloomfield for freight and passenger trains, and pay us $1,000.00 a month.

The St. Louis, Hannibal & Keokuk Railway Company form a through line with the Wabash Western Railway Company, between Hannibal & St. Louis, *via* Gilmore. The Wabash Western Railway Company receives 35 per cent of the revenue derived from said joint line and the St. Louis, Hannibal & Keokuk Railroad 65 per cent

The Missouri, Kansas & Texas Railway agrees to carry all freight delivered to it by the Wabash Western Railway at Hannibal or Moberly, at the rate of one cent a ton per mile between Hannibal and Moberly. The Wabash Company agrees that the gross earnings to the Missouri, Kansas & Texas Railway from this business shall be at least one hundred thousand dollars per annum. In case such gross earnings amount to a sum less than $100,000.00, the Wabash Company agrees to pay 50 per cent of the difference between such actual gross earnings and $100,000.00 as liquidated damages. After such amount of through freight shall produce the sum of $100,000.00 in any one year, then the Missouri, Kansas & Texas Railway agrees to carry any excess freight at the rate of three-fourths a cent per ton per mile.

The The St. Louis, Kansas City & Colorado Railroad use our track between Forest Park and Eighteenth street, on the basis of 6 per cent per annum on $500,000.00, or $2,500.00 monthly, and also pay this company their proportion of maintenance and operation on a wheelage basis.

The Wabash Western Railway Company, operating the Detroit Division for account of the Purchasing Committee, pays the Chicago & Western Indiana Railroad Company for the joint use of the tracks from State Line near Hammond to Auburn Junction, $13,850.30 per annum, and a wheelage proportion of the cost of maintaining and repairing said property.

The Wabash Western Railway Company, operating the Detroit Division for account of the Purchasing Committee, pays the Chicago & Atlantic Railroad Company $3,779.30 per month for the joint use of the track between Lakeson Junction, Indiana and the State Line of Illinois, and a proportion of the cost of maintenance of the track, bridges, buildings, etc., as the number of cars of all classes transported bears to the whole number of cars transported.

The Wabash Western Railway Company agrees to pay the Chicago, Rock Island & Pacific Railway Company for the joint use of track between Ottumwa and Harvey, for each freight train hauled, 30 cents per mile, and for each passenger train hauled, 25 cents per mile.



SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. FROM— | TO— | MILES. | Amount of mortgage per mile of line. |
|---|---|---|---|---|
| Northern Missouri Railroad—1st mortgage | St. Louis | Coatesville | | $ |
| | Moberly | Northern Missouri Junction | 354.1 | 17,000.00 |
| Real estate and railway mortgage | Union Depot | Ferguson | | |
| | North Missouri Junction | Harlem | | |
| | St. Louis | Coatesville | | |
| | Moberly | Northern Missouri Junction | 373.6 | 8,000.00 |
| St. Charles Bridge—1st mortgage | St. Charles | Bridge | | |
| St. Charles Bridge—2d mortgage | St. Charles | Bridge | | |
| Ottumwa Division | Coatesville | Ottumwa | 43.3 | 7,400.00 |
| Brunswick & Chillicothe | Brunswick | Chillicothe | 38.0 | 8,000.00 |
| St. Louis, Council Bluffs & Omaha Railroad | Chillicothe | Pattonsburg | 41.6 | 15,000.00 |
| Boone County & Boonville Railroad | Centralia | Columbia | 21.8 | 4,250.00 |

## EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers | 20 | $ 85,849.96 | |
| General office clerks | 174 | 156,552.10 | 2.56 |
| Station agents | 146 | 87,207.17 | 1.97 |
| Other station men | 457 | 281,5..6.63 | 1.86 |
| Engineers | 195 | 244,985.40 | 3.49 |
| Firemen | 208 | 146,070.70 | 1.95 |
| Conductors | 113 | 125,014.57 | 3.16 |
| Other trainmen | 242 | 165,541.12 | 1.90 |
| Machinists | 122 | 86,041.01 | 1.96 |
| Carpenters | 45 | 30,001.63 | 1.94 |
| Other shopmen | 649 | 348,0..5.24 | 1.49 |
| Section foremen | 141 | 80,207.68 | 1.58 |
| Other trackmen | 605 | 232,6..1.82 | 1.07 |
| Switchmen, flagmen and watchmen | 64 | 22,092.45 | .98 |
| Telegraph operators and dispatchers | 119 | 73,237.70 | 1.99 |
| All other employes and laborers | 392 | 325,904.70 | 2.31 |
| Total | 3,670 | $ 2,495,573.17 | |
| DISTRIBUTION OF ABOVE— | | | |
| General administration | 330 | $ 376,315.45 | |
| Maintenance of way and structures | 934 | 444,565.60 | |
| Maintenance of equipment | 1,237 | 874,762.53 | |
| Conducting transportation | 1,169 | 799,929.79 | |
| Total | 3,670 | $ 2,495,573.17 | |

## PASSENGER, FREIGHT, AND TRAIN MILEAGE.

| | | | |
|---|---|---|---|
| PASSENGER TRAFFIC: | | | |
| Number of passengers carried earning revenue | 1,333,603 | | |
| Number of passengers carried one mile | 76,740,293 | | |
| Average distance carried | 57.5 | | |
| Total passenger revenue | | $ | 1,613,100.38 |
| Average amount received from each passenger | | | 1.20.960 |
| Average receipts per passenger per mile | | | .02.102 |
| Estimated cost of carrying each passenger one mile | | | .01.826 |
| Passenger earnings per mile of road | | | 1,616.04 |
| Passenger earnings per train mile | | | 87.850 |
| FREIGHT TRAFFIC: | | | |
| Number of tons carried of freight earning revenue | 2,687,363 | | |
| Number of tons carried one mile | 459,808,628 | | |
| Average distance haul of one ton, miles | 171.1 | | |
| Total freight revenue | | $ | 3,768,934.12 |
| Average amount received for each ton of freight | | | 1.40.250 |
| Average receipts per ton per mile | | | .820 |
| Estimated cost of carrying one ton one mile | | | .645 |
| Freight earnings per mile of road | | | 3,761.79 |
| Freight earnings per train mile | | | 1.363.10 |
| PASSENGER AND FREIGHT: | | | |
| Passenger and freight earnings | | $ | 5,382,034.50 |
| Passenger and freight earnings per mile of road | | | 5,371.83 |
| Expense per mile of road | | | 4,360.53 |
| Total earnings per mile of road, including mails, express, etc | | | .857.53 |



| | |
|---|---|
| TRAIN MILEAGE: | |
| Miles run by passenger trains | 2,155,980 |
| Miles run by freight trains | 2,765,055 |
| Total mileage trains earning revenue | 4,921,035 |
| Miles run by switching trains | 1,635,004 |
| Miles run by construction and other trains | 82,044 |
| Grand total train mileage | 6,638,173 |
| Mileage of loaded freight cars—north or east | 20,520,633 |
| Mileage of loaded freight cars—south or west | 41,041,267 |
| Mileage of empty freight cars—north or east | 9,635,263 |
| Mileage of empty freight cars—south or west | 19,271,526 |
| Average number of freight cars in train | 21.81 |
| Average number of loaded cars in train | 14.84 |
| Average number of empty cars in train | 6.97 |
| Average number of tons of freight in train | 165.29 |
| Average number of tons of freight in each loaded car | 11.20 |

Average number of tons in cars when shipped in car lots.

Eleven and twenty hundredths tons.

Average number of tons in cars when in less than car lots:

Eleven and twenty hundredths tons.

What per cent does the local freight business of Iowa bear to total freight business of the entire line?

What per cent does local freight business of Iowa bear to freight originating on your line in Iowa and passing outside the State?

What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?

What per cent does local freight business bear to freight moved across the State from points outside to points inside the State?

What per cent of freight received at each station on your road is local, and what per cent inter-State?

What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

What proportion of earnings is credited to Iowa, on business originating outside the State and destined to points within the State?

What proportion of earnings is credited to each branch line of your road, on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?

Give the amount and kind of freight furnished by each branch line to your main line.

Same for passengers.

The statistics are not kept so that we can give this information.

## FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road. Whole tons. | Freight received from connecting roads and other carriers. Whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | | | 534,445 | 19.89 |
| Flour | | | 50,815 | 1.89 |
| Other mill products | | | 33,938 | 1.26 |
| Hay | | | 30,481 | 1.13 |
| Tobacco | | | 15,416 | .62 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | | | 136,559 | 5.08 |
| Dressed meats | | | 166,315 | 6.19 |
| Other packing-house products | | | 80,877 | 3.01 |
| Wool | | | 2,670 | .10 |
| PRODUCTS OF MINES— | | | | |
| Anthracite coal | | | 22,181 | .83 |
| Bituminous coal | | | 417,894 | 15.55 |
| Coke | | | 8,147 | .30 |
| Ores | | | 5,698 | .21 |
| Stone, sand and other like articles | | | 26,047 | .97 |
| PRODUCTS OF FOREST— | | | | |
| Lumber | | | 213,211 | 7.93 |
| Forest products | | | 145,085 | 5.40 |
| MANUFACTURES— | | | | |
| Petroleum and other oils | | | 12,390 | .46 |
| Iron, pig and bloom | | | 25,346 | .94 |
| Iron and steel rails | | | 2,093 | .08 |
| Cement, brick and lime | | | 22,709 | .85 |
| Agricultural implements | | | 4,483 | .17 |
| Household goods and furniture | | | 8,986 | .33 |
| MERCHANDISE | | | 275,188 | 10.24 |
| MISCELLANEOUS— | | | | |
| Other commodities not mentioned above | | | 445,275 | 16.57 |
| Total tonnage | | | 2,687,363 | 100.00 |



## DESCRIPTION OF EQUIPMENT

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. Number. | EQUIPPED WITH TRAIN BRAKE. Kind. | CARS FITTED WITH AUTOMATIC COUPLER. Number. | CARS FITTED WITH AUTOMATIC COUPLER. Kind. |
|---|---|---|---|---|---|---|
| LOCOMOTIVES— | | | | | | |
| Passenger | | 51 | 51 | Westinghouse. | | |
| Freight | | 96 | 12 | Westinghouse. | | |
| Switching | | 34 | 4 | Westinghouse. | | |
| Total | | 181 | 67 | | | |
| CARS IN PASSENGER SERVICE— | | | | | | |
| First-class passenger cars | | 51 | | | | |
| Combination passenger cars | | 14 | | | | |
| Dining cars | | 1 | | | | |
| Parlor cars | | 9 | 115 | Westinghouse automatic air brake. | 115 | Miller Hook. |
| Baggage, express and postal cars | | 36 | | | | |
| Other cars in passenger service | | 4 | | | | |
| Total | | 115 | | | | |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Box cars | | 3,779 | | | | |
| Stock cars | | 779 | | | | |
| Coal and flat cars | | 1,023 | | | | |
| Total | | 5,575 | | | | |
| CARS IN COMPANY'S SERVICE— | | | | | | |
| Derrick cars | | 7 | | | | |
| Caboose cars | | 99 | | | | |
| Other road cars | | 73 | | | | |
| Total | | 179 | | | | |
| *Total owned | | 5,869 | | | | |

*3,135 of the above cars are leased from the New York & Pacific Car Trust Associa'n.

## MILEAGE.

### A. MILEAGE OF ROAD OPERATED.

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track | 417.1 | 15.0 | 184.5 | 206.9 | ..... | 168.4 | 1,001.9 | ..... | ..... | 1,001.9 |
| Miles of yard track, sidings and spurs | 157.7 | .7 | 8.5 | 55.4 | ..... | ..... | 222.3 | ..... | ..... | ..... |
| Total mileage operated (all tracks) | 574.8 | 15.7 | 203.0 | 262.3 | ..... | 168.4 | 1,224.2 | ..... | ..... | 1,001.9 |

### B. MILEAGE OF LINE BY STATES AND TERRITORIES.

#### I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | New line constructed during year. | Total mileage excluding trackage rights. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Michigan | ..... | ..... | ..... | 79.1 | ..... | ..... | 79.1 | ..... | ..... | 79.1 |
| Ohio | ..... | ..... | ..... | 28.5 | ..... | ..... | 28.5 | ..... | ..... | 28.5 |
| Indiana | ..... | ..... | 93.0 | 20.4 | ..... | ..... | 113.4 | 108.8 | ..... | 222.2 |
| Illinois | ..... | ..... | ..... | 11.6 | ..... | ..... | 11.6 | 20.0 | ..... | 31.6 |
| Missouri | 374.1 | 15.0 | 101.5 | ..... | ..... | ..... | 490.6 | 1.8 | ..... | 492.4 |
| Iowa | 43.0 | ..... | ..... | 67.3 | ..... | ..... | 110.3 | 37.8 | ..... | 148.1 |
| Total mileage operated (single track) | 417.1 | 15.0 | 194.5 | 206.9 | ..... | ..... | 832.5 | 168.4 | ..... | 1,001.9 |

#### II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Total mileage owned (single track) | 417.1 | 15.0 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |



## RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. Kind. | Tons. | Weight per yard, lbs. | Average price per ton at distributing point. | NEW TIES LAID DURING YEAR. Kind. | Number. | Average price at distributing point. |
|---|---|---|---|---|---|---|
| Steel | 3,655.8 | 70 | $ 31.36 | Oak cross ties | 221,242 | $ .34 |
| | 1,199 | 63 | 28.78 | Oak cross ties | 98,448 | .40 |
| | | | | Switch ties (set) | 79 | 40.09 |
| Total steel | 4,854.8 | | | Switch ties (set) | 91 | 43.20 |
| | | | | Total | ..... | ..... |

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | Wood, cords—soft. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|
| Passenger | 64,590 | 1,651 | 66,241 | 2,153,291 | 61.5 |
| Freight | 135,198 | 3,450 | 138,558 | 2,793,822 | 99.1 |
| Switching | 25,631 | 571 | 26,202 | 1,030,865 | 50.8 |
| Construction | 2,603 | 52 | 2,655 | 67,661 | 78.4 |
| Total | 227,932 | 5,724 | 233,656 | 6,045,639 | ..... |
| Average cost at distributing point | $ 1.69 | $ 1.42 | | | |

## ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYES. TRAINMEN. Killed. | TRAINMEN. Injured. | SWITCHMEN, FLAGMEN AND WATCHMEN. Killed. | SWITCHMEN, FLAGMEN AND WATCHMEN. Injured. | OTHER EMPLOYES. Killed. | OTHER EMPLOYES. Injured. | TOTAL. Killed. | TOTAL. Injured. |
|---|---|---|---|---|---|---|---|---|
| Coupling and uncoupling | 3 | 21 | 1 | 22 | 1 | ..... | 5 | 43 |
| Falling from trains and engines | 1 | 16 | ..... | 4 | ..... | 4 | 1 | 24 |
| Overhead obstructions | ..... | 3 | ..... | ..... | ..... | ..... | ..... | 3 |
| Collisions | 1 | 3 | ..... | ..... | ..... | 2 | 1 | 5 |
| Derailments | 4 | 5 | ..... | ..... | ..... | ..... | 4 | 5 |
| Other train accidents | 1 | ..... | ..... | ..... | 1 | 1 | 2 | 1 |
| Other causes | ..... | 5 | ..... | 1 | 3 | 31 | 3 | 37 |
| Total | 10 | 53 | 1 | 27 | 5 | 38 | 16 | 118 |

ACCIDENTS TO PERSONS—CONTINUED.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Collisions | | 1 | | | | | | |
| Derailments | 1 | 17 | | | | | | |
| At highway crossings | | | | | | 10 | | |
| At stations | | 4 | 1 | | 1 | | | |
| Other causes | 2 | 14 | 13 | 13 | 1 | 3 | 16 | 16 |
| Total | 3 | 36 | 14 | 24 | 4 | 13 | 21 | 73 |



CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Level. | Ascending grades. | | Descending grades. | | | |
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | Length of level line—miles. | Number. | Sum of ascents—feet. | Aggregate length of ascending grades—miles. | Number. | Sum of descents—feet. | Aggregate length of descending grades—miles. |
| Detroit | Butler | 111.3 | 30 | 10.5 | 100.8 | 14.75 | † | † | † | † | † | † |
| Butler | Clermont | 69.53 | 47 | 8.5 | 52.5 | 1.91 | 124 | 915.6 | 45.23 | 95 | 640.1 | 23.32 |
| Attica | Covington | 15 | 56* | 3.896 | 11.104 | 5.91 | 28* | 41.6 | 3.07 | 35* | 77.1 | 5.43 |
| Champaign | Sidney | 11.6 | 24 | 1.3 | 10.3 | 1.76 | 3 | 55 | 3.62 | 11 | 157 | 6.55 |
| St. Louis Levee | Ferguson | 10.1 | 24 | 1.8 | 9.3 | | 3 | 192 | 4.5 | 2 | 75 | 3.6 |
| St. Louis Tyon Avenue | Moberly | 140 | 75 | 15.5 | 125 | 2.9 | 98 | 1,346 | 62.6 | 85 | 1,444 | 90.5 |
| Moberly | Brunswick | 17.1 | 10 | 2.7 | 14.4 | 30.9 | 36 | 447 | 22.3 | 36 | 1,549 | 57 |
| Moberly | Ottawa | 131.4 | 62 | 14.3 | 73.4 | 21.9 | 72 | 1,556 | 61.3 | 70 | 1,549 | 5.79 |
| Brunswick | Chillicothe | 38.5 | | | | 12.67 | 92 | 909.5 | 15.82 | 49 | 198.1 | 11.2 |
| Chillicothe | Patton-burg | 41.2 | 40 | 7.6 | 33.6 | 12.65 | 82 | 999.4 | 18.45 | 99 | 976.1 | 9.82 |
| Centralia | Columbia | 11.8 | 20 | 3.7 | 8.1 | | ‡ | ‡ | ‡ | ‡ | ‡ | ‡ |
| Chillicothe | Gaorge | 11.5 | * | | | | * | * | * | * | * | * |
| Alabama | Des Moines | 67.62 | 102 | 19.39 | 48.53 | 21.3 | 339 | 469.4 | 24.563 | 109 | 622 | 22.606 |

* No map or profile on file.
‡ No profile on file.
† No profile of road in chief engineer's office.

CHARACTERISTICS OF ROAD—CONTINUED.

BRIDGES:

| | |
|---|---|
| Number stone | 4 |
| Number iron | 21 |
| Number wooden | 260 |
| Number combination | 3 |

TRESTLES:

| | |
|---|---|
| Number | 1,312 |
| Aggregate length, feet | 70,788 |

TUNNELS:

| | |
|---|---|
| Number | 1 |
| Aggregate length of all tunnels, feet | 275 |

GAUGE OF TRACK:

Four feet eight and one half inches.

TELEGRAPH:

All information as to telegraph lines, will be furnished by the Western Union Telegraph Company, who operate the telegraph lines of the road.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock yards, or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs.

Detroit Union Depot & Station Company, Detroit Terminals; St. Louis Bridge & Tunnel Railroad Company, St. Louis Union Depot; Chicago & Western Indiana Railway Company, Chicago Terminals; Des Moines Union Railway Company, Des Moines Terminals; Kansas City Union Depot Company, Kansas City Union Depot; Chicago, Milwaukee & St. Paul Railway Company, Ottumwa Terminals.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.

Western States Passenger Association, Central Traffic Association, Western Railway Weighing Association & Inspection Bureau; Inter-State Commerce Railway Association, Western Freight Association, West and Northwestern Division; Western Freight Association, Southwestern Division.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road.

Canada Southern Line, Commercial Express Line, Delaware, Lackawanna & Western Railroad Line, Erie Dispatch, Great Eastern Fast Freight Line, Hoosac Tunnel Line, Inter-State Despatch Line, Lackawanna Line, Lehigh Valley & Wabash Despatch Line, Merchants' Despatch Transportation Company, National Despatch Fast Freight Line, Nickel Plate Line, Ontario Despatch Line, Red Line Transit Company, Rome, Watertown & Ogdensburg Fast Freight Line, Traders Despatch, West Shore Line.

The average amount of tonnage that can be carried on your road in the State by an engine of given weight:

Average weight of engine, 35 tons. Average number of tons that can be hauled, 362. An engine of fair size will pull eighteen loads of twelve tons, each making a total of 216 tons. To this add weight of each car, eight tons; total, 146 tons; total weight that can be hauled, 362 tons.

Section 4, chapter 77, of the laws of the Seventeenth General Assembly, says that the said Railroad Commissioners shall, on the first Monday of December, make a report to the Governor, etc.



The tenth clause of the section says the report shall contain such statistics of the road and its transportation business for the year as may, in the judgment of the Commissioners, be necessary and proper for the information of the General Assembly, or AS MAY BE REQUIRED BY THE GOVERNOR.

Under the provisions of this clause, the Governor has submitted questions contained in the following letter, which you will please answer:

STATE OF IOWA,
EXECUTIVE OFFICE, DES MOINES, August 5, 1889.

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

GENTLEMEN—I must again request that you obtain and incorporate into your next annual report the following information as to every railroad company doing business in this State, viz.:

1. The names of all persons who were stockholders on the 30th day of June, 1889, their place of residence, and the amount of stock owned by each.

2. The salary paid to its general officers, as President, Vice-president, Secretary, Treasurer, Auditor, General Manager and Assistants, Traffic Manager, General Freight Agent, General Solicitor, and Division Superintendents.

3. The average daily wages paid to its employes, as station agents, conductors, brakemen, engineers, firemen, flagmen, section men, etc.

4. The names of its regular attorneys in this State, the salary and other compensation of each; also the names of all other attorneys in the State retained by the road during the past year, and the retaining fee, per diem, or other compensation or emolument whatsoever received by each.

5. The number and total mileage of so-called one and two thousand mile tickets issued to persons in this State for other than cash compensations; also, whether the cash value of all mileage tickets is included in its report of gross receipts.

This information is of importance to the State as well as of great interest to the public. More publicity in the management of corporation affairs is necessary. It is a wise law that compels national banks to post up at their places of business a list of their stockholders; and there is certainly no good reason why the State and the public should not know who the owners of the railroads are that avail themselves of the State's franchises, do business under its laws, and rely upon it for protection.

It is also essential that the mileage tickets issued by the various companies to editors, to its attorneys and to its employes, in lieu of other compensation, be reported to the State. There is reason to believe that it is the practice of some companies not to include the value of such mileage in their reports of total earnings, upon which the classification of railroads for the purpose of regulating their tariff is based.

You will please direct the attention of the various companies to the provisions of section 5, chapter 77, laws of the Seventeenth General Assembly; and should any of them fail to furnish the information required, I shall thank you to promptly report to me the names of such delinquents.

Yours truly,

WM. LARRABEE.

ANSWER TO QUESTIONS OF GOVERNOR.

1. Names of stockholders on the 30th day of June, 1889:

| | |
|---|---|
| E. T. Wells, Hartford, Connecticut, share | 1 |
| T. H. Hubbard, New York City, share | 1 |
| Jas. F. How, St. Louis, Missouri, share | 1 |
| Jas. F. How (Trustee), St. Louis, Missouri, share | 1 |
| O. D. Ashley, New York City, share | 1 |
| C. J. Lawrence, New York City, share | 1 |
| H. J. McHarg, New York City, share | 1 |
| P. B. Wyckoff, New York City, share | 1 |
| E. H. Nicholls, New York City, share | 1 |
| C. M. Hays, St. Louis, Missouri, share | 1 |
| J. F. Joy, O. D. Ashley, Thos. H. Hubbard and Edgar T. Wells (the purchasing committee), shares | 299,990 |
| Total shares | 300,000 |

2. Salaries per month paid general officers June 30, 1889:

| | |
|---|---|
| President | $ 833.33 |
| Vice-president | 208.33 |
| Vice-president and Treasurer | 625.67 |
| Secretary | 200.00 |
| Auditor | 416.67 |
| General Manager | 625.00 |
| General Freight Agent | 416.67 |
| General Solicitor | 1,000.00 |
| Division Superintendent, lines west | 275.00 |
| Division Superintendent, lines east | 200.00 |

3. Average daily wages paid employes:
Two dollars and eight cents.

4. Names of regular attorneys, salaries, etc.:
The firm of Cummins & Wright, of Des Moines, and S. S. Carruthers, of Bloomfield represent our legal interests in Iowa. They have no fixed salary, but are paid for work actually done.

5. Number and total mileage of one and two thousand mile tickets issued in Iowa for other than cash compensation:
No 2,000 mile tickets were issued for other than cash compensation. Ninety-four 1,000 mile tickets were issued for advertising in newspapers published in the State of Iowa, equal to 94,000 miles.

STATE OF MISSOURI, } ss.
CITY OF ST. LOUIS, }

We, the undersigned, James F. How, Vice-president, and D. B. Howard, Auditor, of the Wabash Western Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

(Signed) JAMES F. HOW,
*Vice-president.*
D. B. HOWARD,
*Auditor.*

Subscribed and sworn to before me this 18th day of October, 1889.
GEO. S. GROVER,
[SEAL.] *Commissioner for Iowa in State of Missouri.*

# ANNUAL REPORT

OF THE

# OTTUMWA & KIRKVILLE RAILWAY COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

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### HISTORY.

Name of common carrier making this report:
The Ottumwa & Kirkville Railway Company.

Date of organization:
October 22, 1881.

Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:
Under the laws of State of Iowa.

### ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| J. C. Peasley | Chicago, Illinois | June, 1890. |
| Lyman Cook | Burlington, Iowa | June, 1890. |
| J. W. Blythe | Burlington, Iowa | June, 1890. |
| H. R. Scott | Burlington, Iowa | June, 1890. |
| W. W. Baldwin | Burlington, Iowa | June, 1890. |

Total number of stockholders at date of last election:
Six.

Date of last meeting of stockholders for election of directors:
First Monday in June, 1889.

Give post-office address of general office:
Kirkville, Iowa.

Give post-office address of operating office:
Kirkville, Iowa.

### OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| President | J. C. Peasley | Chicago, Illinois. |
| Vice-president | H. L. Waterman | Kirkville, Iowa. |
| Secretary | H. E. Jarvis | Burlington, Iowa. |
| Treasurer | S. A. Corey | Kirkville, Iowa. |

## PROPERTY OPERATED.

| NAME. | TERMINALS. | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|
| The Ottumwa & Kirkville Railway Company | From Comstock to Kirkville | 3.333 | |
| *Chicago, Rock Island & Pacific Railway Company | From Ottumwa to Comstock | 8.333 | |
| Total mileage operated | | 11.666 | |
| Total mileage operated in Iowa | | 11.666 | |

*We simply have the right to run two trains each way daily over the C., R. I. & P. R'y Co.'s track between Ottumwa and Comstock.



## CAPITAL STOCK

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. June 30, 1889. | MARKET PRICE OF SHARES. Average for the year. | DIVIDENDS DECLARED DURING YEAR. Rate. | DIVIDENDS DECLARED DURING YEAR. Amount |
|---|---|---|---|---|---|---|---|
| CAPITAL STOCK— | | | | | | | |
| Common | $ 100.00 | $ 500,000.00 | $ 150,000.00 | | | | |
| Total | $ 100.00 | $ 500,000.00 | $ 150,000.00 | | | | |

| | | |
|---|---|---|
| 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 | | 400.00 |
| Total number of stockholders | 6 | |
| Number of stockholders in Iowa | 4 | |

*This amount of stock covers also investment in coal lands.

## FUNDED DEBT.

### COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. Date of issue. | TIME. When due. | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | INTEREST. Rate. | INTEREST. When payable. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|---|---|---|---|---|---|
| First mortgage | July 1, 1882 | | | $ * 97,000.00 | $ 87,000.00 | | | | | |
| Total | | | | $ 97,000.00 | $ 87,000.00 | | | | | |

* Amount originally issued.

### RECAPITULATION OF FUNDED DEBT.

| ACCOUNT. | Amount issued. | Amount outstanding. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|
| Bonds | $ 87,000.00 | | $ 3,115.00 | $ 5,590.00 |
| Total | $ 87,000.00 | | $ 3,115.00 | $ 5,590.00 |



## CURRENT ASSETS AND LIABILITIES.

### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---|
| Cash | $ 5,305.02 |
| Bills receivable | 103.00 |
| Due from solvent companies and individuals | 2,584.98 |
| Balance—current liabilities | 72,654.61 |
| Total | $ 80,645.61 |
| Materials and supplies on hand | 31.25 |

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | |
|---|---|
| Loans and bills payable | $ 80,000.00 |
| Audited vouchers and accounts<br>Wages and salaries | 109.50 |
| Net traffic balances due to other companies | 36.02 |
| Rentals due July 1 | 500.00 |
| Total | $ 80,645.61 |

## RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| | | To Railroads. | To other Properties. | Miles. | Amount. | |
| Capital stock | $ 150,000.00 | $ 150,000.00 | | 3,333 | $ 45,004.50 | |
| Total | $ 150,000.00 | $ 150,000.00 | | 3,333 | $ 45,004.50 | |

MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN INCOME ACCOUNT.

| NAME OF ROAD. | CAPITAL STOCK. | FUNDED DEBT. | CURRENT LIABILITIES. | TOTAL. | AMOUNT PER MILE OF ROAD. | |
|---|---|---|---|---|---|---|
| | | | | | Miles. | Amount. |
| Ottumwa & Kirkville Railway Company | $ 150,000.00 | | $ 72,654.61 | $ 222,654.61 | 3,333 | $ 66,803.03 |
| Grand total | 150,000.00 | | 72,654.61 | 222,654.61 | 3,333 | 66,803.03 |



## COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888. | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| CONSTRUCTION— | | | | |
| Other real estate | $ 3,744.88 | | $ 3,744.88 | |
| Grading and bridge and culvert masonry | 14,469.84 | | 14,469.84 | |
| Bridges and trestles | | | | |
| Rails | | | | |
| Ties | 38,224.55 | | 38,224.55 | |
| Other superstructure | | | | |
| Buildings, furniture and fixtures | 2,543.18 | | 2,543.18 | |
| Shop machinery and tools | 716.30 | | 716.30 | |
| Engineering expenses | 4,755.00 | | 4,755.00 | |
| Interest during construction | 5,148.35 | | 5,148.35 | |
| Total construction | $ 69,602.10 | | $ 69,602.10 | $ 20,882.74 |
| EQUIPMENT— | | | | |
| Locomotives | $ 6,873.82 | | $ 6,873.82 | |
| Passenger cars | 4,479.25 | | 4,479.25 | |
| Total equipment | $ 11,353.07 | | $ 11,353.07 | $ 3,406.23 |
| Grand total cost construction and equipment | $ 80,955.23 | | $ 80,955.23 | $ 24,288.97 |

## INCOME ACCOUNT.

(FOR ROADS MAKING OPERATING REPORTS.)

| | | |
|---|---|---|
| Gross earnings from operation | $ 24,244.81 | |
| Less operating expenses | 11,937.46 | |
| Income from operation | | $ 12,307.35 |
| Dividends on stocks owned | 3,400.00 | |
| Miscellaneous income, less expenses | 15,255.34 | |
| Income from other sources | | $ 18,655.34 |
| Total income | | $ 30,962.69 |
| Deductions from income: | | |
| Interest on funded debt accrued | $ 3,115.00 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for | 2,000.00 | |
| Rentals including tracks, yards and terminals | 6,000.00 | |
| Taxes | 1,839.79 | |
| Total deductions from income | | $ 12,954.79 |
| Net income | | $ 18,007.90 |
| Surplus from operations of year ending June 30, 1889 | | $ 18,007.90 |
| Surplus on June 30, 1888 | | $ 159,969.51 |
| Surplus on June 30, 1889 | | $ 177,977.31 |

## EARNINGS FROM OPERATION.

| | |
|---|---|
| PASSENGER: | |
| Passenger revenue | $ 3,139.45 |
| Total passenger revenue | $ 3,139.45 |
| Express | 65.33 |
| Total passenger earnings | $ 3,204.78 |
| FREIGHT: | |
| Freight revenue | $ 21,040.03 |
| Total freight revenue | $ 21,040.03 |
| Total freight earnings | $ 21,040.03 |
| Total passenger and freight earnings | $ 24,244.81 |
| Total gross earnings from operation | $ 24,244.81 |
| Total gross earnings from operation in Iowa | All. |
| Operating expenses per mile of road, on 11,666 miles | $ 1,707.41 |
| Operating expenses per train mile | 1.0615 |
| Proportion of operating expenses and taxes for Iowa | All. |
| Percentage of expenses to earnings | .65 |
| Net earnings per train mile | 1.70 |
| Percentage of net earnings to stock and debt | .0783 |
| Percentage of net earnings to cost of road and equipment | .2224 |
| Surplus at the commencement of the year | 150,909.51 |
| Surplus at the close of the year | 177,977.31 |
| The amount of its own stock owned by the company | None. |

## STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|---|---|---|---|
| The Wapello Coal Company | $ 10,000.00 | | $ |
| Kirkville Supply Company | 34,000.00 | .10 | 3,400.00 |
| Total | $ 44,000.00 | | $ 3,400.00 |

## MISCELLANEOUS INCOME.

| ITEM. | Gross income. | Less expenses. | Net miscellaneous income. |
|---|---|---|---|
| Royalty | | | $ 14,073.77 |
| Rentals of land and houses | | | 5,196.61 |
| Total | | | $ 19,269.98 |



## OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | | | |
| Renewals of rails | | | |
| Renewals of ties | | | |
| Repairs of bridges and culverts | | | $ 1,999.28 |
| Repairs of fences, road-crossings, signs, and cattle-guards | | | |
| Repairs of buildings | | | 40.00 |
| Total | | | $ 2,039.28 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | | | $ 1,179.21 |
| Repairs and renewals of passenger cars | | | 50.91 |
| Total | | | $ 1,230.12 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of enginemen, firemen, and roundhousemen | | | $ 2,096.22 |
| Fuel for locomotives | | | 752.80 |
| Water-supply for locomotives | | | 65.65 |
| Wages of other trainmen | | | 1,453.44 |
| Expense of telegraph, including train dispatchers and operators | | | 580.00 |
| Wages of station agents, clerks and laborers | | | 1,310.41 |
| Loss and damage | | | 7.23 |
| Total | | | $ 6,212.75 |
| GENERAL EXPENSES— | | | |
| Salaries of officers | | | |
| Salaries of clerks | | | |
| General office expenses and supplies | | | |
| Agencies, including salaries and rent | | | $ 2,360.36 |
| Advertising | | | |
| Commissions | | | |
| Insurance | | | 50.00 |
| Legal expenses | | | 44.95 |
| Stationery and printing | | | |
| Total | | | $ 2,455.31 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | | | $ 2,039.28 |
| Maintenance of equipment | | | 1,230.12 |
| Conducting transportation | | | 6,212.75 |
| General expenses | | | 2,455.31 |
| Operating expense new mines | | | 4,014.74 |
| Grand total | | | $ 15,952.20 |
| Operating expenses for Iowa | | | All. |

## FENCING IN IOWA.

| | |
|---|---|
| How many miles of fencing have you on your road in Iowa? | 2 |
| What is the average cost per mile | $ 160.00 |
| What is the total cost of same | 320.00 |
| How many miles of new fencing have you built during the year? | None. |
| Give the number of miles needed to complete your fencing in Iowa | 1 |

RENTS PAID FOR LEASE OF OTHER PROPERTY.

| DESIGNATION OF PROPERTY. | SITUATION OF PROPERTY LEASED. | NAME OF COMPANY OWNING PROPERTY LEASED. | ITEM. | TOTAL. |
|---|---|---|---|---|
| Tracks | Between Ottumwa and Comstock, 8.388 miles | Chicago, Rock Island & Pacific R'y | $ 6,000.00 | $ 6,000.00 |
| Total rentals | | | | 6,000.00 |
| Grand total rentals paid | | | | $ 6,000.00 |



## GENERAL BALANCE SHEET.

### DEBIT.

| | | |
|---|---|---|
| Cost of road | $ 69,022.16 | |
| Cost of equipment | 11,353.07 | |
| *Stocks of other companies owned | 58,236.00 | |
| Other permanent investments | 2,000.00 | |
| Lands owned | 103,450.63 | |
| Mine equipment | 94,848.91 | |
| Cash and current assets | 7,991.00 | |
| OTHER ASSETS: | | |
| Materials and supplies | 31.25 | |
| Sundries | 100.00 | |
| Total | | $ 410,622.02 |

### CREDIT.

| | | |
|---|---|---|
| Capital stock | $ 150,000.00 | |
| Current liabilities | 80,645.61 | |
| Accrued interest on debt not yet payable | 2,000.00 | |
| Profit and loss | 177,977.31 | |
| Total | | $ 410,622.92 |

## CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

### RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| NET INCOME: | | |
| From operation | $ 8,292.61 | |
| From other sources | 22,609.98 | |
| Total | | $ 30,902.59 |
| INCREASE IN LIABILITIES: | | |
| Increase in current liabilities | 75,199.36 | |
| Total | | $ 75,199.36 |
| MISCELLANEOUS: | | |
| Sale of lands | $ 1,150.00 | |
| Total | | $ 1,150.00 |
| Grand total | | $ 107,302.95 |

*The difference between amount given here and the amount on page — ($14,236.00), is the difference between par value and cash value of Kirkville Supply Company's plans, owned.

RESOURCES ACCOUNTED FOR.

| | | |
|---|---|---|
| FIXED CHARGES: | | |
| Interest on debt paid | $ 5,290.00 | |
| Rentals | 6,000.00 | |
| Taxes | 1,839.79 | |
| Total | | $ 13,129.79 |
| DECREASE IN LIABILITIES— | | |
| Reduction of funded debt | $ 87,000.00 | |
| Total | | $ 87,000.00 |
| INCREASE IN ASSETS— | | |
| Cash on hand | $ 4,016.84 | |
| Other assets | 2,156.32 | |
| Total | | $ 7,173.16 |
| Grand total | | $ 107,302.95 |

## CONTRACTS, AGREEMENTS, ETC.

EXPRESS COMPANIES.

The American Express Company pays seventeen cents per 100 pounds for all freight carried over this road. We do not exchange passenger traffic with any other road.

FREIGHT OR TRANSPORTATION OR LINES.

With the C., B. & Q. R. R., C., B. & K. C., H. & St. Jo., K. C., St. Jo. & C. B., and St. L., K. & N. W., we bill jointly, as follows: On freight from points on or east of the Mississippi and on or west of the Missouri rivers, Ottumwa rates (C., B. & Q. R. R.) apply. From points inside the State twelve miles are added to Ottumwa mileage. On all joint freight business we receive an arbitrary.

## EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers | 3 | $ 2,100.00 | $ ..... |
| Station agents | 1 | 660.00 | ..... |
| Enginemen | 1 | 900.00 | ..... |
| Firemen | 1 | 600.00 | ..... |
| Conductors | 1 | 540.00 | ..... |
| Other trainmen | 3 | 1,260.00 | ..... |
| Section foremen | 1 | 600.00 | ..... |
| Other trackmen | 2 | 800.00 | 1.35 |
| Total | 13 | 7,460.00 | ..... |
| DISTRIBUTION OF ABOVE: | | | |
| General administration | ..... | $ 2,760.00 | ..... |
| Maintenance of way and structures | ..... | 1,400.00 | ..... |
| Maintenance of equipment | ..... | ..... | ..... |
| Conducting transportation | ..... | 3,300.00 | ..... |
| Total | ..... | $ 7,460.00 | ..... |



## PASSENGER, FREIGHT AND TRAIN MILEAGE.

| | | |
|---|---|---|
| PASSENGER TRAFFIC: | | |
| Number of passengers carried earning revenue | 11,172 | |
| Number of passengers carried one mile | 117,306 | |
| Average distance carried, miles | 10½ | |
| Total passenger revenue | | $ 3,139.45 |
| Average amount received from each passenger | | .28.1 |
| Average receipts per passenger per mile | | .02.676 |
| Passenger earnings per mile of road | | 291.02 |
| Passenger earnings per train-mile | | .20.936 |
| FREIGHT TRAFFIC: | | |
| Number of tons carried of freight earning revenue | 197,220 | |
| Number of tons carried one mile | 2,360,868 | |
| Average distance haul of one ton, miles | 12 | |
| Total freight revenue | | $ 21,040.03 |
| Average amount received for each ton of freight | | .10.87 |
| Average receipts per ton per mile | | .00.006 |
| Freight earnings per mile of road | | 1,753.34 |
| Freight earnings per train-mile | | 1.40.267 |
| PASSENGER AND FREIGHT: | | |
| Passenger and freight earnings | | $ 24,179.48 |
| Passenger and freight earnings per mile of road | | 1,61.293 |
| Expense per mile of road | | 1,827.68 |
| Total earnings per mile of road, including mails, express, etc | | 2,014.96 |
| Number of mixed trains | 1,250 | |
| TRAIN MILEAGE: | | |
| Miles run by mixed trains | 15,000 | |
| Total mileage trains earning revenue | 15,000 | |
| Grand total train mileage | 15,000 | |
| Average number of freight cars in train | 20 | |
| Average number of loaded cars in train | 10 | |
| Average number of empty cars in train | 10 | |
| Average number of tons of freight in train | 156 | |
| Average number of tons of freight in each loaded car. | 16 | |

Average number of tons in cars when shipped in car lots:
Seventeen tons.

Average number of tons in cars when shipped in less than car lots:
One and one-half tons.

What per cent does the local freight business of Iowa bear to the total freight business of the entire line?
Over ninety-nine per cent.

What per cent does local freight business of Iowa bear to freight originating on your line in Iowa and passing outside the State?
Nearly one hundred per cent.

What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?
Nearly one hundred per cent.

What per cent does local freight business bear to freight moved across the State from points outside to points inside the State?
No such shipments.

What per cent of freight received at each station on your road is local and what per cent inter-State?
Over ninety-nine per cent local.

What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?
No such shipments.

What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?
All.

What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?
All.

What proportion of earnings is credited to each branch line of your road, on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?
All earnings to line in Iowa. No branches.

Give the amount and kind of freight furnished by each branch line to your main line?
None.

Same for passengers.
None.

## FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCE OF MINES— | | | | |
| Bituminous coal | 195,636 | | 195,636 | |
| MISCELLANEOUS— | | | | |
| Other commodities not mentioned above | | | 1,003 | |
| Total tonnage | 197,639 | | 197,620 | |

## DESCRIPTION OF EQUIPMENT.

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. Number. | Kind. | CARS FITTED WITH AUTOMATIC COUPLER. Number. | Kind. |
|---|---|---|---|---|---|---|
| LOCOMOTIVES— | | | | | | |
| Freight | | 1 | 1 | | | |
| Total | | 1 | 1 | | | |
| CARS IN PASSENGER SERVICE— | | | | | | |
| Combination passenger cars | | 1 | 1 | | | |
| Total | | 1 | 1 | | | |
| Grand total | | 2 | 2 | | | |



## MILEAGE

### A. MILEAGE OF ROAD OPERATED

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | Line operated under lease. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|
| Miles of single track | 3,359 | | | | | | | |
| Total mileage operated (all tracks) | 3,359 | | | | | | | |

### B. MILEAGE OF LINE BY STATES AND TERRITORIES.

#### I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | New line constructed during year. | Total mileage. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Iowa | 3,359 | | | | | | 3,353 | 3,353 | | |
| Total mileage operated (single track) | 3,359 | | | | | | 3,353 | 3,353 | | |

#### II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Iowa | 3,359 | | | | | | 3,353 | 3,353 | | |
| Total mileage operated (single track) | 3,359 | | | | | | 3,353 | 3,353 | | |

CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | WOOD—CORDS. Hard | WOOD—CORDS. Soft | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|---|
| Freight | 612 | ..... | ..... | 612 | 15,000 | 81.6 |
| Total | 612 | ..... | ..... | 612 | 15,000 | 81.6 |

Average cost at distributing point, bituminous coal, $1.23.

CHARACTERISTICS OF ROAD IN IOWA—CONTINUED.

TRESTLES—
Number ..... 12
Aggregate length, feet ..... 544

GAUGE OF TRACK:
Four feet and eight and one half inches.

TELEPHONE:
Owned by this company, 12 miles of line.
Owned by this company, 12 miles of wire.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt?

See page 726.

The cost and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business:

Cash value, $20,000.00; for cost, see page 15.

The average amount of tonnage that can be carried on your road in the State by an engine of given weight.

Six hundred and eighty tons.

STOCKHOLDERS.

| | |
|---|---|
| J. C. Peasley, Chicago, Illinois, share | 1 |
| H. B. Scott, Burlington, Iowa, share | 1 |
| J. W. Blythe, Burlington, Iowa, share | 1 |
| Lyman Cook, Burlington, Iowa, share | 1 |
| W. W. Baldwin, Burlington, Iowa, share | 1 |
| E. C. Perkins and W. J. Laddmisters, Boston, Massachusetts, shares | 1,495 |
| Wm. McNutt, Ottumwa | No stated salary. |
| Total | 1,500 |



Section 4, chapter 77 of the laws of the Seventeenth General Assembly, says that the said Railroad Commissioners shall, on the first Monday of December, make a report to the Governor, etc.

The tenth clause of the section says the report shall contain such statistics of the road and its transportion business for the year as may, in the judgment of the Commissioners, be necessary and proper for the information of the General Assembly, or AS MAY BE REQUIRED BY THE GOVERNOR.

Under the provisions of this clause, the Governor has submitted questions contained in the following letter, which you will please answer:

STATE OF IOWA,
EXECUTIVE OFFICE, DES MOINES, August 5, 1889.

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

GENTLEMEN—I must again request that you obtain and incorporate into your next annual report the following information as to every railroad company doing business in this State, viz.:

1. The names of all persons who were stockholders on the 30th day of June, 1889; their place of residence, and the amount of stock owned by each.

2. The salary paid to its general officers, as President, Vice-president, Secretary, Treasurer, Auditor, General Manager and Assistants, Traffic Manager, General Freight Agent, General Solicitor, and Division Superintendents.

3. The average daily wages paid to its employes, as station agents, conductors, brakemen, engineers, firemen, flagmen, section men, etc.

4. The names of its regular attorneys in this State, the salary and other compensation of each; also the names of all other attorneys in the State retained by the road during the past year, and the retaining fee, per diem, or other compensation or emolument whatsoever received by each.

5. The number and total mileage of so-called one and two thousand mile tickets issued to persons in this State for other than cash compensations; also, whether the cash value of all mileage tickets is included in its report of gross receipts.

This information is of importance to the State as well as of great interest to the public. More publicity in the management of corporation affairs is necessary. It is a wise law that compels national banks to post up at their places of business a list of their stockholders; and there is certainly no good reason why the State and the public should not know who the owners of the railroads are that avail themselves of the State's franchises, do business under its laws and rely upon it for protection.

It is also essential that the mileage tickets issued by the various companies to editors, to its attorneys and to its employes, in lieu of other compensation be reported to the State. There is reason to believe that it is the practice of some companies not to include the value of such mileage in their reports of total earnings, upon which the classification of railroads for the purpose of regulating their tariff is based.

You will please direct the attention of the various companies to the provisions of section 5, chapter 77, laws of the Seventeenth General Assembly; and should any of them fail to furnish the information required, I shall thank you to promptly report to me the names of such delinquents.

Yours truly,

WM. LARRABEE.

2. See page 731.
3. See page 731.
5. None issued.

STATE OF IOWA, } ss.
COUNTY OF WAPELLO, }

We, the undersigned, H. L. Waterman, Vice-president, and S. A. Corey, Treasurer, of the Ottumwa & Kirkville Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and

declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

(Signed) H. L. WATERMAN,
*Vice-president.*

S. A. COREY,
*Treasurer.*

Subscribed and sworn to before me this 11th day of September, 1889.

[SEAL.] JOHN P. THOMPSON,
*Notary Public.*

# ANNUAL REPORT

OF THE

# DES MOINES & NORTHWESTERN RAILWAY CO.,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

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## HISTORY.

Name of common carrier making this report:
Des Moines & Northwestern.

Date of organization:
October 3, 1880.

Under laws of what government, State or Territory organized? If more than one name all; give reference to each statute and all amendments thereof:
Under Iowa laws.

If a consolidated company, name the constituent companies? Give reference to charters of each, and all amendments of same:
Is not a consolidated company.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized:
Des Moines, Adel & Western Railway Company. Iowa laws.

## ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| F. M. Hubbell | Des Moines, Iowa | January 3, 1890. |
| A. N. Denman | Des Moines, Iowa | January 3, 1890. |
| H. D. Thompson | Des Moines, Iowa | January 3, 1890. |
| F. C. Hubbell | Des Moines, Iowa | January 3, 1890. |
| A. B. Cummins | Des Moines, Iowa | January 3, 1890. |
| L. M. Martin | Des Moines, Iowa | January 3, 1890. |
| G. M. Dodge | New York, N. Y. | January 3, 1890. |

Total number of stockholders at date of last election:
Seven.

Date of last meeting of stockholders for election of directors:
January 3, 1889.

Give post-office address of general office:
Des Moines, Iowa.

Give post-office address of operating office:
Des Moines, Iowa.

## OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| President | F. M. Hubbell | Des Moines, Iowa. |
| Vice-president | G. M. Dodge | New York, N. Y. |
| Secretary | A. N. Denman | Des Moines, Iowa. |
| Treasurer | H. D. Thompson | Des Moines, Iowa. |
| General Solicitor, Att'y or Counsel | A. B. Cummins | Des Moines, Iowa. |
| Auditor | J. M. Miller | Des Moines, Iowa. |
| Managing Director | A. N. Denman | Des Moines, Iowa. |
| General Freight Agent | W. S. Jennings | Des Moines, Iowa. |
| General Passenger Agent; General Ticket Agent; Superintendent; Superintendent for Iowa | G. W. Ogilvie | Des Moines, Iowa. |
| Superintendent of Telegraph | C. A. Ross | Des Moines, Iowa. |



## PROPERTY OPERATED

| NAME. | TERMINALS. FROM— | TERMINALS. TO— | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| Des Moines & Northwestern Railway | Des Moines, Iowa | Fonda, Iowa | 114.00 | |
| Total mileage operated | | | | 114.00 |
| Total mileage operated in Iowa | | | | 114.00 |

## CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES, June 30, 1889. | MARKET PRICE OF SHARES, Average for the year. | DIVIDENDS DECLARED DURING YEAR. Rate. | DIVIDENDS DECLARED DURING YEAR. Amount. |
|---|---|---|---|---|---|---|---|
| CAPITAL STOCK— | | | | | | | |
| Common | $ 100.00 | $ 4,000,000.00 | $ 500,500.00 | Shares not in market. | | | |
| Unissued common | | | 500,000.00 | | | | |
| Total | | $ 4,000,000.00 | $ 1,500,500.00 | | | | |

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | GIVE PARTICULARS AND EXPLANATIONS. |
|---|---|---|---|
| ISSUED FOR CASH— | | | |
| Common | 5 | $ 500.00 | The road was purchased at marshal's sale by Polk & Hubbell and by them sold to the Des Moines & Northwestern Railway Company, taking in payment stock to the amount of $1,000,000.00 and bonds to amount of $450,000.00. |
| Issued for purchase | 10,000 | | |
| Total | 10,005 | | |

| | |
|---|---|
| Amount of stock per mile of road | $ 8,776.31 |
| Amount of stock representing the road in Iowa | All. |
| Amount of stock held in Iowa | All. |
| Total number of stockholders | 7 |
| Number of stockholders in Iowa | 6 |



## FUNDED DEBT.

### COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. Date of issue. | TIME. When due. | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | INTEREST. Rate. | INTEREST. When payable. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|---|---|---|---|---|---|
| First mortgage | May 20, 1888 | May 20, 1900 | | $ 450,000.00 | $ 450,000.00 | | 5 | Annually | $ 22,500.00 | $ 7,800.00 |
| Total | | | | $ 450,000.00 | $ 450,000.00 | | 5 | | $ 22,500.00 | $ 7,800.00 |

Amount of funded debt representing road in Iowa: All in Iowa.

### RECAPITULATION OF FUNDED DEBT.

| ACCOUNT. | Amount issued. | Amount outstanding. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|
| Bonds | $ 450,000.00 | $ 450,000.00 | $ 22,500.00 | $ 7,800.00 |
| Total | $ 450,000.00 | $ 450,000.00 | $ 22,500.00 | $ 7,800.00 |

## CURRENT ASSETS AND LIABILITIES.

### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---|
| Bills receivable | $ 3,000.00 |
| Due from agents | 60.69 |
| Due from solvent companies and individuals | 5,521.46 |
| Balance—current liabilities | 50,984.13 |
| Total | $ 59,568.18 |

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | |
|---|---|
| Loans and bills payable | $ 23,307.74 |
| Audited vouchers and accounts | $ 6,000.54 |
| Matured interest coupons unpaid | 14,700.00 |
| Rentals due July 1, rolling stock | 5,012.50 |
| Miscellaneous | 8,604.32 |
| Treasurer's overdraft | 1,034.98 |
| Total | $ 59,568.18 |



## RECAPITULATION.

### FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| | | To Railroads. | To other Properties. | Miles. | Amount. | |
| Capital stock | $ 1,000,500.00 | $ 500,500.00 | | 114 | $ 8,776.31 | |
| Unissued stock | | 500,000.00 | | | | |
| Total | $ 1,000,500.00 | $ 1,000,500.00 | | 114 | $ 8,776.31 | |

## PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. Included in operating expenses. | Not included in operating expenses. | Total expenditures. |
|---|---|---|---|
| CONSTRUCTION— | | | |
| Fences | | $ 789.34 | $ 789.34 |
| Grading and bridge and culvert masonry | | 374.41 | 374.41 |
| Other superstructure | | 916.30 | 916.30 |
| Buildings, furniture and fixtures | | 376.57 | 376.57 |
| Shop machinery and tools | | 103.30 | 103.30 |
| Engineering expenses | | 9.75 | 9.75 |
| Terminal facilities and elevators | | 2,084.17 | 2,084.17 |
| Total construction | | $ 4,653.84 | $ 4,653.84 |

Expended for construction in Iowa, all in Iowa.

## COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888. | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| CONSTRUCTION— | | | | |
| Fences | | $ 789.34 | | |
| Grading and bridge and culvert masonry | | 374.41 | | |
| Other superstructure | | 916.30 | | |
| Buildings, furniture and fixtures | | 376.57 | | |
| Shop machinery and tools | | 103.30 | | |
| Engineering expenses | | 9.75 | | |
| Terminal facilities and elevators | | 2,084.17 | | |
| Total construction | $ 1,452,917.51 | $ 4,653.84 | $ 1,457,571.35 | $ 12,783.71 |

Grand total cost construction of road in Iowa, all.

## INCOME ACCOUNT.

(FOR ROADS MAKING OPERATING REPORTS.)

| | | |
|---|---|---|
| Gross earnings from operation | $ 180,258.79 | |
| Less operating expenses | 184,965.55 | |
| Deficit | | $ 4,706.76 |
| DEDUCTIONS FROM INCOME: | | |
| Interest on funded debt accrued | $ 22,500.00 | |
| Interest on interest-bearing current liabilities accrued, not otherwise provided for | 1,681.68 | |
| Taxes | 5,580.23 | |
| Total deductions from income | | $ 29,761.91 |
| Deficit | | $ 34,468.67 |
| Deficit from operations of year ending June 30, 1889 | | $ 34,468.67 |
| Deficit on June 30, 1888 | | 9,444.11 |
| Deficit on June 30, 1889 | | $ 43,912.78 |



## EARNINGS FROM OPERATION.

| | | |
|---|---|---|
| PASSENGER— | | |
| Passenger revenue | | $ 37,772.06 |
| Total passenger revenue | | $ 37,772.06 |
| Mail | | $ 6,791.44 |
| Express | | 1,955.75 |
| Extra baggage and storage | | 362.53 |
| Total passenger earnings | | $ 46,881.78 |
| FREIGHT— | | |
| Freight revenue | | $ 130,473.20 |
| Less repayments: | | |
| Overcharge to shippers | $ 48.29 | |
| Total deductions | | $ 48.29 |
| Total freight revenue | | $ 130,424.91 |
| Total freight earnings | | $ 130,424.91 |
| Total passenger and freight earnings | | $ 177,306.69 |
| OTHER EARNINGS FROM OPERATION— | | |
| Car mileage—balance | | $ 311.16 |
| Other sources | | $ 2,040.91 |
| Total other earnings | | $ 2,952.16 |
| Total gross earnings from operation | | $ 180,258.79 |
| Operating expenses per mile of road | | $ 1,622.86 |
| Operating expenses per train mile | | 1.82.06 |
| Proportion of operating expenses and taxes for Iowa | All. | |
| Percentage of expenses to earnings | | 1.02.61 |
| Net earnings per train mile | Deficit. | |
| Percentage of earnings to stock and debt | | 1.20.02 |
| Percentage of earnings to cost of road and equipment | | 0.12.302 |
| Surplus at the commencement of the year | Deficit. | |
| Surplus at the close of the year | Deficit. | |
| The amount of its own stock owned by the company | None. | |

Our books do not show separately, amounts chargeable to freight and passenger traffic, but a careful estimate places the division of expenses at 60 per cent freight and 40 per cent passenger. This division is not based on train mileage, as the percentage arrived at by that method would make the amount chargeable to passenger traffic out of proportion to the actual cost of the service.

## OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | | | $ 27,373.29 |
| Renewals of rails | | | 20,4[illegible] |
| Renewals of ties | | | 7,6[illegible] |
| Repairs of bridges and culverts | | | 15,929.18 |
| Repairs of fences, road-crossings, signs and cattle guards | | | 518.48 |
| Repairs of buildings | | | 1,4[illegible].12 |
| Repairs of telegraph | | | 388.[illegible] |
| Other expenses | | | 667.00 |
| Total | $ 32,705.98 | $ 49,058.99 | $ 81,764.97 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | | | $ 13,044.24 |
| Repairs and renewals of passenger cars | | | 1,560.82 |
| Repairs and renewals of freight cars | | | 5,6[illegible].77 |
| Shop machinery, tools, etc | | | 98.49 |
| Other expenses | | | 642.95 |
| Total | $ 8,404.91 | $ 12,607.36 | $ 21,012.27 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of enginemen, firemen, and round-housemen | | | $ 13,492.57 |
| Fuel for locomotives | | | 12,5[illegible].07 |
| Water-supply for locomotives | | | 1,074.72 |
| All other supplies for locomotives | | | 504.17 |
| Wages of other trainmen | | | 7,904.02 |
| Expense of telegraph, including train dispatchers and operators | | | 2,026.52 |
| Wages of station agents, clerks and laborers | | | 15,0[illegible].82 |
| Station supplies | | | 1,075.21 |
| Transferring freight | | | 979.59 |
| Car mileage, passenger—balance | | | 54.03 |
| Loss and damage | | | 2,465.87 |
| Injuries to persons | | | 1,440.12 |
| Other expenses | | | 144.02 |
| Rent of rolling stock | | | 7,709.95 |
| Total | $ 27,084.42 | $ 40,626.64 | $ 67,711.06 |
| GENERAL EXPENSES— | | | |
| Salaries of officers | | | $ 8,480.34 |
| Salaries of clerks | | | 1,260.00 |
| General office expenses and supplies | | | 753.93 |
| Agencies, including salaries and rent | | | 1,659.27 |
| Advertising | | | 47.79 |
| *Expense of traffic association | | | |
| Legal expenses | | | 528.71 |
| Stationery and printing | | | 1,714.30 |
| Other general expenses | | | 29.62 |
| Total | $ 5,790.90 | $ 8,686.35 | $ 14,477.25 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | | | $ 81,764.97 |
| Maintenance of equipment | | | 21,012.27 |
| Conducting transportation | | | 67,711.06 |
| General expenses | | | 14,477.25 |
| Grand total | $ 73,986.22 | $ 110,979.33 | $ 184,965.55 |
| Operating expenses in Iowa ... All. | | | |
| Percentage of operating expenses to earnings | | | $ 102.61 |

* The expense fo affic associations, is charged against freight earnings and should have been deducted from same on page —; but was overlooked until too late to change the figures. The amount is, $306.07.



## FENCING IN IOWA.

| | |
|---|---|
| How many miles of fencing have you on your road in Iowa, rods | 3.112 |
| What is the average cost per mile ... Cannot state. | |
| What is the total cost of same ... Cannot state. | |
| How many miles of new fencing have you built during the year, rods | 2.54 |
| Give the number of miles needed to complete your fencing in Iowa | 110.208 |

## GENERAL BALANCE SHEET.

### DEBIT.

| | | |
|---|---|---|
| Cost of road / Cost of equipment | $ 1,457,571.35 | |
| Cash and current assets | 8,584.05 | |
| OTHER ASSETS: | | |
| Profit and loss | 43,912.78 | |
| Total | | $ 1,510,068.18 |

### CREDIT.

| | | |
|---|---|---|
| Capital stock | $ 1,000,500.00 | |
| Funded debt | 450,000.00 | |
| Current liabilities—account payable | 59,568.18 | |
| Total | | $ 1,510,068.18 |

## CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

### RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| INCREASE IN LIABILITIES: | | |
| Increase in current liabilities | $ 23,546.54 | |
| Total | | $ 23,546.54 |
| Grand total | | $ 23,546.54 |

### RESOURCES ACCOUNTED FOR.

| | | |
|---|---|---|
| FIXED CHARGES: | | |
| Interest on funded debt paid | $ 22,500.00 | |
| Other interest paid | 1,681.68 | |
| Taxes | 5,580.23 | |
| Total | | $ 29,761.91 |
| BETTERMENTS TO PROPERTY: | | |
| Other permanent improvements | $ 4,653.84 | |
| Total | | $ 4,653.84 |
| Grand total | | $ 34,415.75 |

## IMPORTANT CHANGES DURING THE YEAR.

Nothing to report.

NOTE—The cost of fence along the road, built previous to past year is included in total cost of road, see page— The cost of fence built during the last year, cannot be given at the present time.

## CONTRACTS, AGREEMENTS, ETC.

### EXPRESS COMPANIES.

United States Express Company. Double first-class freight rates on all freight carried on passenger trains.

### MAILS.

United States Post-office Department. Annual compensation of mail service, $6,791.48.

### SLEEPING, PARLOR OR DINING CAR COMPANIES.

None in use on this line.

### FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

None in operation on this line.

### OTHER RAILROAD COMPANIES.

None.

### STEAMBOAT OR STEAMSHIP COMPANIES.

None.

### TELEGRAPH COMPANIES.

Western Union. Keeps line in repair for use of wires.

### OTHER CONTRACTS.

None.



SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | Miles. | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|---|---|---|---|---|---|---|
| First mortgage bonds | Clive, Iowa, to Fonda, Iowa | 107.8 | 4,305.60 | | | |

## EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers | 6 | $ 7,700.00 | $ ..... |
| General office clerks | 2 | 1,350.00 | 2.00 |
| Station agents | 20 | 15,662.82 | 1.50 |
| Enginemen | 7 | 7,008.00 | 3.00 |
| Firemen | 8 | 2,760.78 | 2.00 |
| Conductors | 5 | 3,880.00 | 2.75 |
| Other trainmen | 10 | 4,024.02 | 1.87 |
| Machinists | 2 | 1,860.00 | 3.00 |
| Carpenters | 6 | 3,013.15 | 2.25 |
| Other shopmen | 5 | 1,863.23 | 1.75 |
| Section foremen | 17 | 8,160.00 | 1.50 |
| Other trackmen | 60 | 15,060.28 | 1.10 |
| Telegraph operators and dispatchers | 3 | 2,026.32 | 2.75 |
| All other employes and laborers | 25 | 3,476.49 | 1.45 |
| Total | 176 | $ 77,788.06 | ..... |
| DISTRIBUTION OF ABOVE— | | | |
| General administration | 8 | $ 8,960.00 | ..... |
| Maintenance of way and structures | 93 | 27,396.43 | ..... |
| Maintenance of equipment | 17 | 6,300.52 | ..... |
| Conducting transportation | 58 | 35,301.91 | ..... |
| Total | 176 | $ 77,788.06 | ..... |

Number of employes in Iowa. All in Iowa.
Amount paid employes in Iowa. All in Iowa.

## PASSENGER, FREIGHT, AND TRAIN MILEAGE.

| | | | |
|---|---|---|---|
| PASSENGER TRAFFIC: | | | |
| Number of passengers carried earning revenue | 59,849 | | |
| Number of passengers carried one mile | 1,424,523 | | |
| Average distance carried, miles | 23.801 | | |
| Total passenger revenue | | $ | 37,772.06 |
| Average amount received from each passenger | | | .63.112 |
| Average receipts per passenger per mile | | | .02.651 |
| Estimated cost of carrying each passenger one mile | | | .05.193 |
| Passenger earnings per mile of road | | | 631.33.385 |
| Passenger earnings per train mile | | | .51.693 |
| FREIGHT TRAFFIC: | | | |
| Number of tons carried of freight earning revenue | 72,564 | | |
| Number of tons carried one mile | 3,588,627 | | |
| Average distance haul of one ton, miles | 12.049 | | |
| Total freight revenue | | $ | 130,424.91 |
| Average amount received for each ton of freight | | | 1.79.737 |
| Average receipts per ton per mile | | | .03.634 |
| Estimated cost of carrying one ton one mile | | | .03.002 |
| Freight earnings per mile of road | | | 1,144.07.815 |
| Freight earnings per train mile | | | 1.49.166 |
| PASSENGER AND FREIGHT: | | | |
| Passenger and freight earnings | | $ | 168,190.97 |
| Passenger and freight earnings per mile of road | | | 1,475.41.2 |
| Expense per mile of road | | | 1,622.50 |
| Total earnings per mile of road, including mails, express, etc | | | 1,581.21.745 |
| Number of passenger trains | 2 | | |
| Number of freight trains | 2 | | |



| | |
|---|---|
| TRAIN MILEAGE: | |
| Miles run by passenger trains | 73,070 |
| Miles run by freight trains | 87,436 |
| Total mileage trains earning revenue | 160,506 |
| Miles run by construction and other trains | 16,275 |
| Grand total train mileage | 176,781 |
| Mileage of loaded freight cars—north or east | 378,303 |
| Mileage of loaded freight cars—south or west | 346,885 |
| Mileage of empty freight cars—north or east | 142,914 |
| Mileage of empty freight cars—south or west | 171,226 |
| Average number of freight cars in train | 18 |
| Average number of loaded cars in train | 15 |
| Average number of empty cars in train | 10 |
| Average number of tons of freight in train | 100 |
| Average number of tons of freight in each loaded car | 10 |

Average number of tons in cars when shipped in car lots.
Ten.

Average number of tons in cars when shipped in less than car lots.
Eight.

What per cent does the local freight business of Iowa bear to the total freight business of the entire line?
.33178.

What per cent does local freight business of Iowa bear to freight originating on your line in Iowa and passing outside the State?
.71184.

What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?
1.6423.

What per cent does local freight business bear to freight moved across the State from points outside to points inside the State?
No business of this character.

What per cent of freight received at each station on your road is local and what per cent inter-State?
No data.

What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?
No business of this character.

What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?
All.

What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?
All.

What proportion of earnings is credited to each branch line of your road on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?
No branch lines.

Give the amount and kind of freight furnished by each branch line to your main line.
None.

Same for passengers.
None.

## FREIGHT TRAFFIC MOVEMENT—IN IOWA.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | | | 28,359 | |
| Flour | | | 748 | |
| Other mill products | | | | |
| Hay | | | | |
| Tobacco | | | 7,095 | |
| Cotton | | | | |
| Fruit and vegetables | | | | |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | | | 8,043 | |
| Dressed meats | | | | |
| Other packing-house products | | | | |
| Poultry, game and fish | | | 524 | |
| Wool | | | | |
| Hides and leather | | | | |
| PRODUCTS OF MINES— | | | | |
| Anthracite coal | | | 11,619 | |
| Bituminous coal | | | | |
| Salt | | | 515 | |
| PRODUCTS OF FOREST— | | | | |
| Lumber | | | 6,100 | |
| MANUFACTURES— | | | | |
| Petroleum and other oils | | | 138 | |
| Iron and steel rails | | | 1,009 | |
| Other castings and machinery | | | 838 | |
| Cement, brick, lime and stone | | | | |
| Agricultural implements | | | 842 | |
| Wagons, carriages, tools, etc | | | | |
| MERCHANDISE | | | 6,734 | |
| Total tonnage | 37,868 | 14,666 | 72,564 | |



## DESCRIPTION OF EQUIPMENT.

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. Number. | Kind. | CARS FITTED WITH AUTOMATIC COUPLER. Number. | Kind. |
|---|---|---|---|---|---|---|
| LOCOMOTIVES— | | | | | | |
| Passenger | | 3 | 3 | Air | | |
| Freight | | 7 | 7 | Chain | | |
| Switching | | 3 | 3 | Chain | | |
| Total | | 13 | 13 | | | |
| CARS IN PASSENGER SERVICE— | | | | | | |
| First-class passenger cars | | 4 | 4 | Air | 4 | Miller |
| Baggage, express, and postal cars | | 4 | 4 | Air | 4 | Miller |
| Total | | 8 | 8 | | 8 | |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Box cars | | 298 | 298 | Chain | | |
| Flat cars | | 24 | 24 | Chain | | |
| Stock cars | | 52 | 52 | Chain | | |
| Coal | | 101 | 101 | Chain | | |
| Total | | 475 | 475 | | | |
| CARS IN COMPANY'S SERVICE— | | | | | | |
| Other road cars—pile driver | | 1 | 1 | | | |
| Total | | 476 | 476 | | | |
| Total owned | | 50 | | | | |
| CARS LEASED— | | 426 | | | | |
| Grand total | | 476 | | | | |

## MILEAGE.

### MILEAGE OF ROAD OPERATED.

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track | 114.00 | | | | | | 114.00 | | 100.27 | 10.73 |
| Miles of yard track, sidings and spurs | 6.45 | | | | | | 6.45 | | 6.45 | |
| Total mileage operated (all tracks) | 120.45 | | | | | | 120.45 | | 100.72 | 10.73 |
| Total mileage owned (single track) | 114.00 | all in Iowa. | | | | | | | | |



### RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. Kind. | Tons. | Weight per yard, lbs. | Average price per ton at distributing point. | NEW TIES LAID DURING YEAR. Kind. | Number. | Average price at distributing point. |
|---|---|---|---|---|---|---|
| Steel | 559 | 52 | $ 35.75 | Oak<br>Cedar | 6,033<br>8,966 | $ .50 |
| Total Steel | 559 | 52 | $ 35.75 | Total | 14,999 | $ .50 |

### CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | Wood, cords—hard. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|
| Passenger<br>Freight<br>Switching | 6,754 | 205 | 6,891 | 73,781<br>89,306<br>14,960 | 76 |
| Total | 6,754 | 205 | 6,891 | 178,103 | 76 |
| Average cost at distributing point | $ 1.37 | $ 2.50 | | | |

### ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYES. TRAINMEN. Killed. | TRAINMEN. Injured. | SWITCHMEN, FLAGMEN, AND WATCHMEN. Killed. | SWITCHMEN, FLAGMEN, AND WATCHMEN. Injured. | OTHER EMPLOYES. Killed. | OTHER EMPLOYES. Injured. | TOTAL. Killed. | TOTAL. Injured. |
|---|---|---|---|---|---|---|---|---|
| Coupling and uncoupling | | | | | | | | |
| Falling from trains and engines | | | | | | | | |
| Other causes | | | | | | 2 | | |
| Total | | 2 | | | | 2 | | |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | PROFILE. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | Length of level line—miles. | Ascending grades. | | | Descending grades. | | | |
| | | | | | | | Number. | Sum of ascents—feet. | Aggregate length of ascending grades—miles. | Number. | Sum of descents—feet. | Aggregate length of descending grades—miles. |
| Des Moines, Iowa | Fonda, Iowa | 114.00 | 80 | 15.9 | 97.7 | No profile of road has been made. | | | | | | |
| Total | | 114.00 | 80 | 15.9 | 97.7 | | | | | | | |



CHARACTERISTICS OF ROAD—CONTINUED.

BRIDGES—
Number wooden ..... 3

TRESTLES:
Number ..... 154
Aggregate length ..... 11,072

GAUGE OF TRACK—
Three feet.

TELEGRAPH—
Owned by this company, miles of line ..... 114
Owned by this company, miles of wire ..... 114
Operated by this company, miles of wire ..... 114
Operated by Western Union, miles of line ..... 114

## QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic:

Western Freight Association, Western Railway Weighing Association and Inspection Bureau, Western Classification Committee.

The cost and actual present cash value of the road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road, and all fixtures and conveniences for transacting its business:

$1,457,571.35.

The average amount of tonnage that can be carried on your road in the State by an engine of given weight:

Average weight of engine 45,000 pounds; 110 tons.

Section 4, chapter 77, of the laws of the Seventeenth General Assembly, says that the said Railroad Commissioners shall, on the first Monday of December, make a report to the Governor, etc.

The tenth clause of the section says the report shall contain such statistics of the road and its transportation business for the year as may, in the judgment of the commissioners, be necessary and proper for the information of the General Assembly, or AS MAY BE REQUIRED BY THE GOVERNOR.

Under the provisions of this clause, the Governor has submitted questions contained in the following letter, which you will please answer:

STATE OF IOWA,
EXECUTIVE OFFICE, DES MOINES, August 5, 1880.

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

GENTLEMEN—I must again request that you obtain and incorporate into your next annual report the following information as to every railroad corporation doing business in this State, viz.:

1. The names of all persons who were stockholders on the 30th day of June, 1880; their place of residence, and the amount of stock owned by each.

2. The salary paid to its general officers, as President, Vice-president, Secretary Treasurer, Auditor, General Manager and assistants, Traffic Manager, General Freight Agent, General Solicitor, and Division Superintendents.

3. The average daily wages paid to its employes, as station agents, conductors brakemen, engineers, firemen, flagmen, sectionmen, etc.

4. The names of its regular attorneys in this State, the salary and other compensation of each; also the names of all other attorneys in the State retained by the road during the past year, and the retaining fee, per diem or other compensation or emolument whatsoever received by each.

5. The number and total mileage of so-called one and two thousand mile tickets issued to persons in the State for other than cash compensations; also, whether the cash value of all mileage tickets is included in its report of gross receipts.

This information is of importance to the State as well as of great interest to the public. More publicity in the management of corporation affairs is necessary. It is a wise law that compels national banks to post up at their places of business a list of their stockholders; and there is certainly no good reason why the State and public should not know who the owners of the railroads are that avail themselves of the State's franchises, do business under its laws and rely upon it for protection.

It is also essential that the mileage tickets issued by the various companies to editors, to its attorneys and to its employes, in lieu of other compensation be reported to the State. There is reason to believe that it is the practice of some companies not to include the value of such mileage in their reports of total earnings, upon which the classification of railroads for the purpose of regulating their tariff is based.

You will please direct the attention of the various companies to the provisions of section 5, chapter 77, laws of the Seventeenth General Assembly; and should any of them fail to furnish the information required, I shall thank you to promptly report to me the names of such delinquents.

Yours truly,

WM. LARRABEE.

STOCKHOLDERS.

F. M. Hubbell, Des Moines, Iowa, 4,999 shares.
A. N. Denman, Des Moines, Iowa, 1 share.
H. D. Thompson, Des Moines, Iowa, 1 share.
F. C. Hubbell, Des Moines, Iowa, 1 share.
A. B. Cummins, Des Moines, Iowa, 1 share.
L. M. Martin, Des Moines, Iowa, 1 share.
G. M. Dodge, New York, N. Y., 1 share.

SALARIES OF GENERAL OFFICERS.

President, $1,000 per annum.
Treasurer, $1,000 per annum.
Managing director, $1000 per annum.
Auditor, $1,200 per annum.
Superintendent, $2,000 per annum.
General freight agent, $1,500 per annum.
Solicitor, no stated salary; regular attorney fees in each case. The amount paid for the year, $528.71, see "legal expenses."
3. See page — of this report.
4. A. B. Cummins. See answer question two.
5. No mileage of this character issued.

STATE OF IOWA,
COUNTY OF POLK, } ss.

We, the undersigned, F. M. Hubbell, President, and H. D. Thompson, Treasurer, of the Des Moines & Northwestern Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare



the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

F. M. HUBBELL,
*President.*

H. D. THOMPSON,
*Treasurer.*

Subscribed and sworn to before me this 23d day of September, 1880.

C. HUTTENLOCHER,
*Notary Public, Polk County, Iowa.*

[SEAL.]

# ANNUAL REPORT

OF THE

# DES MOINES & KANSAS CITY RAILWAY COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

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### HISTORY.

Name of common carrier making this report:
Des Moines & Kansas City Railway Company.

Date of organization:
January 10, 1888.

Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:
State of Iowa.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized:
Des Moines, Osceola & Southern Railway Company. State of Iowa.

### ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| M. V. B. Edgerly | Springfield, Massachusetts | |
| B. F. Folsom | Exeter, New Hampshire | |
| John C. Newton | Des Moines, Iowa | |
| W. F. Putnam | Exeter, New Hampshire | |
| John S. Tiling | New York City | |
| D. B. Wesson | Springfield, Massachusetts | |
| R. T. Wilson | New York City | |

Total number of stockholders at date of last election:
All stock held by M. V. B. Edgerly as trustee for syndicate.

Give post-office address of general office:
Des Moines, Iowa.

Give post-office address of operating office.
Des Moines, Iowa.



### OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| President | M. V. B. Edgerly | Springfield, Mass. |
| Vice-president | John C. Newton | Des Moines, Iowa. |
| Treasurer | Walter H. Wesson | Springfield, Mass. |
| Assistant Treasurer | Theo. C. Sherwood | Des Moines, Iowa. |
| General Solicitor, Att'y, or Counsel | B. F. Kauffman | Des Moines, Iowa. |
| Auditor | Theo. C. Sherwood | Des Moines, Iowa. |
| General Manager | John C. Newton | Des Moines, Iowa. |
| General Passenger Agent | Theo. C. Sherwood | Des Moines, Iowa. |
| General Ticket Agent | | |
| General Freight Agent | | |
| Superintendent of Telegraph | W. H. Habert | Des Moines, Iowa. |

## PROPERTY OPERATED.

| NAME. | TERMINALS. FROM— | TERMINALS. TO— | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| Des Moines & Kansas City Railway Company | Des Moines, Iowa | Cainsville, Missouri | | 111.09 |
| Total mileage operated | | | | 111.09 |
| Total mileage operated in Iowa | | | 100 | |



## CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. June 30, 1889. | MARKET PRICE OF SHARES. Average for year. | DIVIDENDS DECLARED DURING YEAR. Rate. | DIVIDENDS DECLARED DURING YEAR. Amount. |
|---|---|---|---|---|---|---|---|
| CAPITAL STOCK— Common | $ 100.00 | $ 800,000.00 | $ 800,000.00 | | | | |
| Total | | $ 800,000.00 | $ 800,000.00 | | | | |

| | | |
|---|---|---|
| Amount of stock per mile of road | | $ 7,207.20 |
| Amount of stock representing road in Iowa | $ 720,720.72 | All stock held by M. V. B. Edgerly, of Springfield, Massachusetts, as trustee for syndicate. |
| Amount of stock held in Iowa | | |
| Total number of stockholders | | |
| Number of stockholders in Iowa | | |

## CURRENT ASSETS AND LIABILITIES.

### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---|
| Cash | $ 1,447.15 |
| Due from agents | 1,250.69 |
| Net traffic balances due from other companies | 1,214.74 |
| Due from solvent companies and individuals | 9,001.06 |
| Other cash assets | 383.87 |
| Balance current liabilities | 213,455.14 |
| Total | $ 226,852.65 |

Materials and supplies on hand, $383.87.

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1880.

| | |
|---|---|
| Loans and bills payable | $ 207,209.12 |
| Audited vouchers and accounts | 2,798.45 |
| Wages and salaries | 3,325.92 |
| Net traffic balances due to other companies | 121.65 |
| Balance—cash assets | 13,396.91 |
| Total | $ 216,852.07 |



### RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. To Railroads. | APPORTIONMENT. To other Properties. | AMOUNT PER MILE OF ROAD. Miles. | AMOUNT PER MILE OF ROAD. Amount. | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| Capital stock | $ 800,000.00 | $ 800,000.00 | | 111 | $ 7,207.20 | |
| Total | $ 800,000.00 | $ 800,000.00 | | 111 | $ 7,207.20 | |

## PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. Included in operating expenses. | Not included in operating expenses. | Total expenditures. | Credits, property sold, etc. | Differences or not additions to property, etc. |
|---|---|---|---|---|---|
| CONSTRUCTION— | | | | | |
| Right of way | | $ 2,057.24 | | | $ 2,057.24 |
| Fences | | 3,780.33 | | | 3,780.33 |
| Grading and bridge and culvert masonry | | 1,908.40 | | | 1,908.40 |
| Bridges and trestles | | 2,020.71 | | | 2,020.71 |
| Rails | | 27,210.35 | | 13,598.29 | 13,612.06 |
| Ties | | 18,598.19 | | | 18,598.19 |
| Other superstructure | | 215.47 | | 10.00 | 205.47 |
| Buildings, furniture and fixtures | | 3,807.85 | | 105.23 | 3,702.62 |
| Shop machinery and tools | | 2,585.93 | | | 2,855.93 |
| Engineering expenses | | 287.67 | | | 287.67 |
| Telegraph line | | 22.25 | | | 22.25 |
| Other items | | 653.65 | | 4.70 | 628.95 |
| Total | | $ 63,370.04 | | $ 13,808.22 | $ 49,561.82 |
| EQUIPMENT— | | | | | |
| Locomotives | | $ 1,410.66 | | 1,047.51 | 363.15 |
| Freight cars | | 7,202.00 | | | 7,202.00 |
| Other cars of all classes | | 851.63 | | | 851.63 |
| Total equipment | | $ 9,525.28 | | $ 1,047.51 | $ 8,477.77 |
| Grand total construction and equipment | | $ 72,895.32 | | $ 14,855.73 | $ 58,039.59 |

Expended for construction and equipment in Iowa ..... $ 52,235.63



## COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888. | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| CONSTRUCTION— | | | | |
| Right of way | $ 2,775.82 | $ 2,057.24 | $ | $ |
| Fences | | 3,780.33 | | |
| Grading and bridge and culvert masonry | | 1,908.40 | | |
| Bridges and trestles | | 2,020.71 | | |
| Rails | 105,700.65 | 13,612.06 | | |
| Ties | 1,047.45 | 18,390.19 | | |
| Other superstructure | | 205.47 | | |
| Buildings, furniture and fixtures | | 3,702.62 | | |
| Shop machinery and tools | | 2,855.93 | | |
| Engineering expenses | | 287.67 | | |
| Telegraph line | | 22.25 | | |
| Other items | | 628.95 | | |
| Purchase of road and equipment, at first indivisible | 21,161.19 | | | |
| Total construction | $ 800,000.00 | $ 49,561.82 | | |
| EQUIPMENT— | | | | |
| Locomotives | | $ 363.15 | | |
| Freight cars | | 7,202.00 | | |
| Other cars of all classes | | 851.63 | | |
| Total equipment | | $ 8,477.77 | | |
| Grand total cost construction and equipment | $ 929,994.11 | $ 58,039.59 | $ 987,333.70 | $ 8,894.87 |
| Grand total cost construction and equipment of road in Iowa | | | $ 888,600.33 | $ 8,886.00 |

## INCOME ACCOUNT.

(FOR ROADS MAKING OPERATING REPORTS.)

| | | |
|---|---|---|
| Gross earnings from operation | $ 72,496.98 | |
| Less operating expenses | 72,567.52 | |
| Deficit | | $ 70.54 |
| DEDUCTIONS FROM INCOME— | | |
| Taxes | $ 8,153.19 | |
| Total deductions from income | | $ 8,153.19 |
| Deficit | | $ 8,223.73 |
| Deficit from operations of year ending June 30, 1889 | | 8,223.73 |
| Deficit June 30, 1888 | | 4,500.80 |
| Deficit on June 30, 1889 | | 12,724.53 |

## EARNINGS FROM OPERATION.

| | | |
|---|---|---|
| PASSENGER— | | |
| Passenger revenue | $ 18,932.82 | |
| Total passenger revenue | | $ 18,962.82 |
| Mail | | 4,203.50 |
| Express | | 1,004.95 |
| Total passenger earnings | | $ 24,171.27 |
| FREIGHT— | | |
| Freight revenue | $ 47,834.01 | |
| Total freight revenue | | $ 47,834.01 |
| OTHER EARNINGS FROM OPERATION— | | |
| Telegraph companies | | 401.70 |
| Total gross earnings from operation | | $ 72,496.98 |
| Total gross earnings from operation in Iowa | | 68,872.15 |
| Operating expenses per mile of road | | $ 653.70 |
| Operating expenses per train mile | | 63.29 |
| Proportion of operating expenses and taxes for Iowa, ten per cent. | | |
| Percentage of expenses to earnings | | 100.1 |
| Percentage of earnings to stock and debt. No net earnings. | | |
| Percentage of net earnings to cost of road and equipment. No net earnings. | | |
| Deficit at the commencement of the year | | 4,560.80 |
| Surplus at the close of the year | | 12,724.53 |



## OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | $ 4,786.80 | $ 7,446.66 | $ 12,233.46 |
| Renewals of rails | 135.23 | 210.35 | 345.58 |
| Renewals of ties | 2,611.96 | 4,063.88 | 6,675.84 |
| Repairs of bridges and culverts | 608.08 | 946.18 | 1,554.26 |
| Repairs of fences, road-crossings, signs, and cattle-guards | 402.07 | 625.44 | 1,027.51 |
| Repairs of telegraph | 76.15 | 118.45 | 194.60 |
| Total | $ 8,620.29 | $ 13,410.96 | $ 22,031.25 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | 3,297.40 | 5,129.31 | 8,426.71 |
| Repairs and renewals of passenger cars | 452.23 | ..... | 452.23 |
| Shop machinery, tools, etc. | ..... | 3,125.46 | 3,125.46 |
| Total | 487.56 | 750.28 | 1,246.84 |
| | $ 4,237.19 | $ 9,014.05 | $ 13,251.24 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of enginemen, firemen, and round-housemen | $ 2,278.17 | $ 3,544.28 | $ 5,822.45 |
| Fuel for locomotives | 2,718.98 | 4,229.52 | 6,948.50 |
| Water-supply for locomotives | 696.52 | 1,083.93 | 1,780.45 |
| All other supplies for locomotives | 675.13 | 1,050.27 | 1,725.40 |
| Wages of other trainmen | 1,352.19 | 2,104.06 | 3,456.25 |
| All other train supplies | 88.60 | 137.80 | 226.40 |
| Wages of switchmen, flagmen and watchmen | 105.68 | 164.32 | 270.00 |
| Expense of telegraph, including train dispatchers and operators | 336.52 | 523.48 | 860.00 |
| Wages of station agents, clerks and laborers | 3,102.26 | 4,825.99 | 7,928.25 |
| Station supplies | 212.40 | 330.20 | 542.60 |
| Loss and damage | 264.13 | 410.87 | 675.00 |
| Injuries to persons | 187.82 | 292.18 | 480.00 |
| Other expenses | 479.18 | 745.42 | 1,224.60 |
| Total | $ 12,497.58 | $ 19,442.32 | $ 31,939.90 |

OPERATING EXPENSES—CONTINUED.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| GENERAL EXPENSES— | | | |
| Salaries of officers | $ 731.74 | $ 1,138.26 | $ 1,870.00 |
| Salaries of clerks | 571.04 | 888.96 | 1,460.00 |
| Expense of traffic associations | | 278.42 | 278.42 |
| Legal expenses | 391.30 | 608.70 | 1,000.00 |
| Stationery and printing | 14.36 | 22.35 | 36.71 |
| Loss, Osceola fire of stock of material not insured | 234.78 | 365.22 | 600.00 |
| Total | $ 1,943.22 | $ 3,401.91 | $ 5,345.13 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | $ 8,620.29 | $ 13,410.96 | $ 22,031.25 |
| Maintenance of equipment | 4,257.19 | 9,614.05 | 13,251.24 |
| Conducting transportation | 12,497.58 | 19,442.32 | 31,939.90 |
| General expenses | 1,943.22 | 3,401.91 | 5,345.13 |
| Grand total | $ 27,298.28 | $ 45,269.24 | $ 72,567.52 |
| Operating expenses for Iowa | $ 25,963.37 | $ 43,005.77 | $ 68,939.14 |
| Percentage of operating expenses to earnings | | | 100.01 |

## FENCING IN IOWA.

| | |
|---|---|
| How many miles of fencing have you on your road in Iowa (estimate) | 111 |
| What is the average cost per mile (estimate) | $ 130.00 |
| How many miles of new fencing have you built during the year (estimate) | 20 |
| Give the number of miles needed to complete your fencing in Iowa (estimated | 100 |

## GENERAL BALANCE SHEET.

DEBIT.

| | | |
|---|---|---|
| Cost of road and equipment | $ 987,333.70 | |
| Cash and current assets | 13,013.94 | |
| OTHER ASSETS— | | |
| Materials and supplies | 383.87 | |
| Profit and loss | 12,734.53 | |
| Total | | $ 1,013,455.14 |

CREDIT.

| | | |
|---|---|---|
| Capital stock | $ 800,000.00 | |
| Current liabilities | 213,455.14 | |
| Total | | $ 1,013,455.14 |



## CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| INCREASE IN LIABILITIES— | | |
| Increase in current liabilities | $ 68,003.58 | |
| Total | | $ 68,003.58 |
| DECREASE IN ASSETS— | | |
| Cash on hand | $ 2,779.74 | |
| Other assets | 536.70 | |
| Total | | $ 3,316.14 |
| Grand total | | $ 72,220.02 |

RESOURCES ACCOUNTED FOR.

| | | |
|---|---|---|
| FIXED CHARGES— | | |
| Taxes | $ 8,153.19 | |
| Total | | $ 8,153.19 |
| BETTERMENTS TO PROPERTY: | | |
| Additional equipment | $ 58,030.50 | |
| Total | | $ 58,030.50 |
| INCREASE IN ASSETS— | | |
| Cash assets | $ 5,956.70 | |
| Total | | $ 5,956.70 |
| MISCELLANEOUS— | | |
| Deficiency of earnings to meet operating expenses | $ 70.34 | |
| Total | | $ 72,220.02 |

## CONTRACTS, AGREEMENTS, ETC.

EXPRESS COMPANIES.

American Express Company pay first-class rates on merchandise, and second-class on produce, actual weight.

MAILS.

United States Government pays for transportation of mails $350 per month.

OTHER RAILROAD COMPANIES.

Through tariffs on freight with Chicago, Burlington & Quincy Railway, Chicago Rock Island & Pacific Railway, Chicago, St. Paul & Kansas City Railway, and Chicago & Northwestern Railway, on inter-state business.

TELEGRAPH COMPANIES.

Own our own line. No through arrangements.

## EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers* | 2 | $ 1,870.00 | $ ..... |
| General office clerks | 3 | 1,400.00 | 1.55 |
| Station agents | 16 | 6,375.00 | 1.24 |
| Other station men | 4 | 1,900.00 | 1.35 |
| Engineers | 6 | 4,170.00 | 2.32 |
| Firemen | 6 | 2,430.00 | 1.35 |
| Conductors | 3 | 3,250.00 | 3.06 |
| Other trainmen | 4 | 1,560.00 | 1.25 |
| Machinists | 4 | 3,480.00 | 2.78 |
| Carpenters | 6 | 2,880.00 | 1.53 |
| Other shopmen | 6 | 2,400.00 | 1.25 |
| Section foremen | 17 | 8,700.00 | 1.74 |
| Other trackmen | 31 | 11,370.00 | 1.15 |
| Telegraph operators and dispatchers | 1 | 780.00 | 2.49 |
| All other employes and laborers | 5 | 2,880.00 | 1.84 |
| Total | 114 | $ 54,295.00 | $ 93.04 |
| DISTRIBUTION OF ABOVE— | | | |
| General administration | 5 | $ 3,330.00 | ..... |
| Maintenance of way and structures | 48 | 20,650.00 | ..... |
| Maintenance of equipment | 16 | 8,700.00 | ..... |
| Conducting transportation | 45 | 22,155.00 | ..... |
| Total | 114 | $ 54,295.00 | ..... |
| Number of employes in Iowa | 106 | | |
| Amount paid employes in Iowa | ..... | 51,580.25 | ..... |

*Since October, 1888, only one general officer has drawn pay for services rendered.

## PASSENGER, FREIGHT, AND TRAIN MILEAGE.

| | | | |
|---|---|---|---|
| PASSENGER TRAFFIC: | | | |
| Number of passengers carried earning revenue | 25,386 | | |
| Number of passengers carried one mile | 701,157 | | |
| Average distance carried, | 27.64 | | |
| Total passenger revenue | | $ | 18,902.82 |
| Average amount received from each passenger | | | .74.628 |
| Average receipts per passenger per mile | | | .02.701 |
| Passenger earnings per mile of road | | | 170.83 |
| Passenger earnings per train mile | | | 42.439 |
| FREIGHT TRAFFIC: | | | |
| Number of tons carried of freight earning revenue | 30,053 | | |
| Number of tons carried one mile | 1,406,173 | | |
| Average distance haul of one ton, miles | 46.36 | | |
| Total freight revenue | | $ | 47,834.01 |
| Average amount received for each ton of freight | | | 1.59.165 |
| Average receipts per ton per mile | | | .03.197 |
| Freight earnings per mile of road | | | 430.93 |
| Freight earnings per train mile | | | .68.551 |
| PASSENGER AND FREIGHT: | | | |
| Passenger and freight earnings | | $ | 66,736.83 |
| Passenger and freight earnings per mile of road | | | 601.77 |
| Expense per mile of road | | | 653.76 |
| Total earnings per mile of road, including mails, express, etc | | | 653.12 |



| | |
|---|---|
| TRAIN MILEAGE: | |
| Miles run by passenger trains | 44,682 |
| Miles run by freight trains | 69,982 |
| Total mileage trains earning revenue | 114,664 |
| Miles run by construction and other trains | 954 |
| Grand total train mileage | 115,618 |
| Mileage of loaded freight cars—north | 158,480 |
| Mileage of loaded freight cars—south | 141,215 |
| Mileage of empty freight cars—north | 43,594 |
| Mileage of empty freight cars—south | 60,050 |
| Average number of freight cars in train | 6 |
| Average number of loaded cars in train | 4 |
| Average number of empty cars in train | 2 |
| Average number of tons of freight in train | 21.37 |
| Average number of tons of freight in each loaded car | 4.95 |

What per cent does the local freight business of Iowa bear to total freight business of the entire line?
45.24 per cent.

What per cent does local freight business of Iowa bear to freight originating on your line in Iowa and passing outside the State?
88.64 per cent.

What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?
343.25 per cent.

What per cent does local freight business bear to freight moved across the State from points outside to points inside the State?
Line does not cross the State.

What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?
Line does not cross the State.

What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?
95 per cent.

What proportion of earnings is credited to Iowa, on business originating outside the State and destined to points within the State?
95 per cent.

What proportion of earnings is credited to each branch line of your road, on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?
No branch lines.

Give the amount and kind of freight furnished by each branch line to your main line
No branch lines.

## FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | | | 10,447 | 34.76 |
| Flour | | | 672 | 2.23 |
| Other agricultural products | | | 1,153 | 3.84 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | | | 4,709 | 15.66 |
| PRODUCTS OF MINES— | | | | |
| Anthracite coal | | | 3,327 | 11.07 |
| Bituminous coal | | | | |
| PRODUCTS OF FOREST— | | | | |
| Lumber and forest products | | | 3,728 | 12.4 |
| MANUFACTURES— | | | | |
| Petroleum and other oils | | | 186 | .61 |
| Iron and steel rails | | | 20 | .07 |
| Other castings and machinery | | | | |
| Cement, brick, lime and plaster | | | 193 | .64 |
| Salt | | | 716 | 2.40 |
| MERCHANDISE | | | 4,902 | 16.32 |
| Total tonnage | | | 30,053 | 100 |

## FREIGHT TRAFFIC MOVEMENT—IOWA.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road. whole tons. | Freight received from connecting roads and other carriers, whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | | | 9,925 | 34.76 |
| Flour | | | 638 | 2.23 |
| Other agricultural products | | | 1,095 | 3.84 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | | | 4,474 | 15.66 |
| PRODUCTS OF MINES— | | | | |
| Anthracite coal | | | 3,160 | 11.07 |
| Bituminous coal | | | | |
| PRODUCTS OF FOREST— | | | | |
| Lumber and forest productions | | | 3,542 | 12.40 |
| MANUFACTURES— | | | | |
| Petroleum and other oils | | | 177 | .61 |
| Iron, pig and bloom | | | 19 | .07 |
| Iron and steel rails | | | | |
| Other castings and machinery | | | | |
| Cement, brick, lime and plaster | | | 183 | .64 |
| Household goods and furniture | | | 689 | 2.40 |
| Salt | | | 4,657 | 16.32 |
| Total tonnage | | | 28,559 | 100 |



## DESCRIPTION OF EQUIPMENT

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. Number. | Kind. | CARS FITTED WITH AUTOMATIC COUPLERS. Number. | Kind. |
|---|---|---|---|---|---|---|
| LOCOMOTIVES— | | | 3 | Westinghouse | | |
| Passenger | | | 5 | Hand | | |
| Freight | 3 | 8 | | | | |
| Switching | Leased. | | | | | |
| Total | 3 | 8 | | | | |
| CARS IN PASSENGER SERVICE— | | | | | | |
| First-class passenger cars | | 2 | 3 | Vacuum | | |
| Second-class passenger cars | | 1 | | | | |
| Combination passenger cars | | 3 | 3 | Hand | | |
| Baggage, express and postal cars | See combination. | | | | | |
| Total | | 6 | | | | |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Box cars | | 75 | | | | |
| Flat cars | 40 | 55 | | | | |
| Stock cars | | 16 | | All hand brakes. | | |
| Coal cars | | 16 | | | | |
| Refrigerator cars | | 1 | | | | |
| Total | | 163 | | | | |

## MILEAGE.

### A. MILEAGE OF ROAD OPERATED.

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary company. | Line operated under track age rights. | Total mileage operated. | New line constructed during year. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track | 111.00 | | | | | | 111.00 | | | |
| Total mileage operated (all tracks) | 111.00 | | | | | | 111.00 | | | |

### B. MILEAGE OF LINE BY STATES AND TERRITORIES.

#### I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary company. | Line operated under track age rights. | Total mileage, exclusive of trackage rights. | New line constructed during year. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Iowa | 100.00 | | | | | | 100.00 | | | |
| Missouri | 11.00 | | | | | | 11.00 | | | |
| Total mileage operated (single track) | 111.00 | | | | | | 111.00 | | | |

#### II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Iowa | 100.00 | | | | | | 100.00 | | | |
| Missouri | 11.00 | | | | | | 11.00 | | | |
| Total mileage owned (single track) | 111.00 | | | | | | 111.00 | | | |



### RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. Kind. | Tons. | Weight per yard, lbs. | Average price per ton at distributing point. | NEW TIES LAID DURING YEAR. Kind. | Number. | Average price at distributing point. |
|---|---|---|---|---|---|---|
| | | | | Eight feet ties | 29,338 | $ .31½ |
| Steel | 500 | 56 | $ 33.00 | Bridge ties | 367 | .81½ |
| Total steel | 500 | 56 | $ 33.00 | Total | 29,705 | |

### CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | Wood, cords—hard. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|
| Passenger | | | | | |
| Freight | 4,532.37 | 66 | 4,664.37 | 115,648 | 80.08 |
| Switching | | | | | |
| Construction | | | | | |
| Total | 4,532.37 | 66 | 4,664.37 | 6,045,670 | |
| Average cost at distributing point | $ 1.50 | $ 2.00 | | | |

### ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | PASSENGERS. Killed. | PASSENGERS. Injured. | OTHERS. TRESPASSERS. Killed. | OTHERS. TRESPASSERS. Injured. | OTHERS. NOT TRESPASSING. Killed. | OTHERS. NOT TRESPASSING. Injured. | OTHERS. TOTAL. Killed. | OTHERS. TOTAL. Injured. |
|---|---|---|---|---|---|---|---|---|
| Derailments | | 3 | | | | | | 3 |
| Total | | 3 | | | | | | 3 |

### CHARACTERISTICS OF ROAD—CONTINUED.

BRIDGES:

| | |
|---|---|
| Number wooden | 6 |
| Aggregate length, feet | 742 |

TRESTLES:

| | |
|---|---|
| Number | 152 |
| Aggregate length, feet | 11,411 |

GAUGE OF TRACK:
Three feet.

TELEGRAPH:
Owned by this company, 111 miles of line.
Owned by this company, 111 miles of wire.
Operated by this company, 111 miles of line.
Operated by this company, 111 miles of wire.

### CHARACTERISTICS OF ROAD IN IOWA.

BRIDGES—

| | |
|---|---|
| Number wooden | 6 |
| Aggregate length, feet | 742 |

TRESTLES—

| | |
|---|---|
| Number | 152 |
| Aggregate length, feet | 11,411 |

GAUGE OF TRACK—
Three feet.

TELEGRAPH—
Owned by this company, 100 miles of line.
Owned by this company, 100 miles of wire.
Operated by this company, 100 miles of line.
Operated by this company, 100 miles of wire.

### QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt?
No funded debt.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.
Western Freight Association, headquarters at Chicago.
Western Classification Committee.

The cost and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road and all fixtures and conveniences for transacting its business:
See page —.

The average amount of tonnage that can be carried on your road in the State by an engine of given weight.
Ninety tons a load for narrow gauge engine.



DES MOINES & KANSAS CITY RAILWAY COMPANY.
AUDITING DEPARTMENT, DES MOINES, IOWA, October 31, 1889.

W. W. AINSWORTH, ESQ., *Sec'y Board R. R. Commissioners, City:*

DEAR SIR—Your communication of the 31st came in Mr. Newton's absence, and I will answer for him.

Of the taxes paid from June 30, 1888, to June 30, 1889, $7,229.70 was for Iowa.

We had on June 30, 1889, 33 miles of 40-pound steel; 28 miles of 28-pound iron; 4 miles of 35-pound iron; and 46 miles of 56-pound steel.

In regard to the actual cash value of the road, I am a little at a loss to know how to arrive at it, as property on whose owners rests the obligation to operate it like a railroad, when being run at a deficit, it has no really cash value, and whatever the owners would take for it would depend upon what they thought the future would bring forth. We would say the actual cash value would be what it could be sold for to-day, and providing we wanted to sell I do not think we could find a very ready customer at any price. For the sake of figures I would put it at $300,000.00.

Yours truly,

THEO. C. SHERWOOD,
*Acting General Manager.*

Section 4, chapter 77 of the laws of the Seventeenth General Assembly, says that the said Railroad Commissioners shall, on the first Monday of December, make a report to the Governor, etc.

The tenth clause of the section says the report shall contain such statistics of the road and its transportation business for the year as may, in the judgment of the Commissioners, be necessary and proper for the information of the General Assembly, or AS MAY BE REQUIRED BY THE GOVERNOR.

Under the provisions of this clause, the Governor has submitted questions contained in the following letter, which you will please answer:

STATE OF IOWA,
EXECUTIVE OFFICE, DES MOINES, August 5, 1889.

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

GENTLEMEN—I must again request that you obtain and incorporate into your next annual report the following information as to every railroad company doing business in this State, viz.:

1. The names of all persons who were stockholders on the 30th day of June, 1889; their place of residence, and the amount of stock owned by each.

2. The salary paid to its general officers, as President, Vice-president, Secretary, Treasurer, Auditor, General Manager and Assistants, Traffic Manager, General Freight Agent, General Solicitor, and Division Superintendents.

3. The average daily wages paid to its employes, as station agents, conductors, brakemen, engineers, firemen, flagmen, section men, etc.

4. The names of its regular attorneys in this State, the salary and other compensation of each; also the names of all other attorneys in the State retained by the road during the past year, and the retaining fee, per diem, or other compensation or emolument whatsoever received by each.

5. The number and total mileage of so-called one and two thousand mile tickets issued to persons in this State for other than cash compensations; also, whether the cash value of all mileage tickets is included in its report of gross receipts.

This information is of importance to the State as well as of great interest to the public. More publicity in the management of corporation affairs is necessary. It is a wise law that compels national banks to post up at their places of business a list of their stockholders; and there is certainly no good reason why the State and the public should not know who the owners of the railroads are that avail themselves of the State's franchises, do business under its laws and rely upon it for protection.

It is also essential that the mileage tickets issued by the various companies to editors, to its attorneys and to its employes, in lieu of other compensation be reported to the State. There is reason to believe that it is the practice of some companies not

to include the value of such mileage in their reports of total earnings, upon which the classification of railroads for the purpose of regulating their tariff is based.

You will please direct the attention of the various companies to the provisions of section 5, chapter 77, laws of the Seventeenth General Assembly; and should any of them fail to furnish the information required, I shall thank you to promptly report to me the names of such delinquents.

Yours truly,

WM. LARRABEE.

ANSWER TO QUESTIONS OF GOVERNOR.

1. Names of stockholders on the 30th day of June, 1889:
All stock held by M. V. B. Edgerly as trustee for syndicate.

2. Salaries per month paid general officers June 30, 1889:
Since October, 1888, general officers receive no salary, except in the case of Theo. C. Sherwood, who acts as Superintendent, General Freight and General Passenger Agent, Assistant Treasurer, and Auditor, and receives the princely stipend of the widow's mite, $100 per month.

3. Average daily wages paid employes:
See "Employes and Salaries."

4. Names of regular attorneys, salaries, etc.:
B. F. Kauffman, Des Moines, $1,000.

5. Number and total mileage of one and two thousand mile tickets issued in Iowa for other than cash compensation:
Do not use one and two thousand mile tickets.

STATE OF IOWA, }
COUNTY OF POLK. } ss.

We, the undersigned, John C. Newton, Vice-president, and Theo. C. Sherwood, Assistant Treasurer, of the Des Moines & Kansas City Railway Company, said Sherwood being the officer in charge of the accounts of said company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, so far as it is possible to determine at this date.

(Signed) JOHN C. NEWTON.
*Vice-president*

THEO. C. SHERWOOD.
*Treasurer*

Subscribed and sworn to before me this 26th day of October, 1889.

[SEAL.] N. T. GUERNSEY,
*Notary Public in and for Polk county, Iowa.*

# ANNUAL REPORT

OF THE

# ST. LOUIS, DES MOINES & NORTHERN RAILWAY CO.,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

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## HISTORY.

Name of common carrier making this report:
St. Louis, Des Moines & Northern Railway Company.

Date of organization:
April 4, 1881.

Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:
Under the general laws of the State of Iowa.

## ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| G. M. Dodge | New York City | |
| J. T. Granger | New York City | |
| F. M. Hubbell | Des Moines, Iowa | |
| A. R. Cummins | Des Moines, Iowa | |
| L. M. Martin | Des Moines, Iowa | |

Total number of stockholders at date of last election:
Record not in this office.

Date of last meeting of stockholders for election of directors:
January 3, 1889.

Give post-office address of general office:
Des Moines, Iowa.

Give post-office address of operating office:
Des Moines, Iowa.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| President | G. M. Dodge | New York City. |
| Vice-president | A. B. Cummins | Des Moines, Iowa. |
| Secretary | J. T. Granger | New York City. |
| Treasurer | J. T. Granger | New York City. |
| Assistant Treasurer | F. M. Hubbell | Des Moines, Iowa. |
| Solicitor for Iowa | Hon. A. B. Cummins | Des Moines, Iowa. |
| Auditor | J. H. Brinsmaid | Des Moines, Iowa. |
| General Superintendent<br>Division Superintendent<br>Superintendent for Iowa<br>Division Superintendent | L. M. Martin | Des Moines, Iowa. |



PROPERTY OPERATED.

| NAME. | TERMINALS, FROM— | TERMINALS, TO— | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| St. Louis, Des Moines & Northern Railway Company | Des Moines | Boone, Iowa | 42.36 | |
| Total mileage operated | | | 42.36 | |
| Total mileage operated in Iowa | | | 42.36 | |

## CAPITAL STOCK

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES, June 30, 1889. | MARKET PRICE OF SHARES, Average for the year. | DIVIDENDS DECLARED DURING YEAR. Rate. | DIVIDENDS DECLARED DURING YEAR. Amount. |
|---|---|---|---|---|---|---|---|
| CAPITAL STOCK— | | | | | | | |
| Common, 3,877½ | $ 100.00 | $ 3,000,000.00 | $ 387,750.50 | No sales. | | | |
| Preferred, 3,410 | 100.00 | | 341,000.00 | | | | |
| Total | | $ 3,000,000.00 | $ 728,750.50 | | | | |

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | GIVE PARTICULARS AND EXPLANATIONS. |
|---|---|---|---|
| ISSUED FOR CONSTRUCTION— | | | |
| Common | 3,877½ | | All issued for construction. |
| Preferred | 3,410 | | |
| Total | 7,287½ | | |

| | |
|---|---|
| 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 | No record in this office. |
| Total number of stockholders | |
| Number of stockholders in Iowa | |



## FUNDED DEBT.

### COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. Date of issue. | TIME. When due. | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | INTEREST. Rate. | INTEREST. When payable. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|---|---|---|---|---|---|
| First mortgage bonds | August, 1881 | August, 1911 | $ 330,000.00 | $ 303,000.00 | $ 303,000.00 | * | 6 | Feb. and Aug. | $ 18,180.00 | |
| Total | | | $ 330,000.00 | $ 303,000.00 | $ 303,000.00 | | | | $ 18,180.00 | |

*Issued in payment for construction.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| | | To Railroads. | To other Properties. | Miles. | Amount. | |
| Capital stock | $ 728,700.50 | | | | | |
| Bonds | 303,000.00 | | | | | |
| Total | $ 1,031,700.50 | | | | | |



PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. | | |
|---|---|---|---|
| | Included in operating expenses. | Not included in operating expenses. | Total expenditures. |
| CONSTRUCTION— | | | |
| Fences | $ 173.47 | ..... | $ 173.47 |
| Rails | 6,550.00 | ..... | 6,550.00 |
| Ties | 5,097.60 | ..... | 5,097.60 |
| Total construction | $ 11,821.07 | ..... | 11,821.07 |

Expended for construction in Iowa, all in Iowa.

COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888.* | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| CONSTRUCTION— | | | | |
| Fences, feet | ..... | 55.32 | ..... | $ 168.00 |
| Total construction | $ 1,025,750.00 | ..... | ..... | ..... |

Grand total cost construction of road in Iowa, all.
Cost of equipment included in cost of construction.

INCOME ACCOUNT.

(FOR ROADS MAKING OPERATING REPORTS.)

| | | |
|---|---|---|
| Gross earnings from operation | $ 58,016.60 | |
| Less operating expenses | 54,719.54 | |
| Income from operation | | $ 3,297.06 |
| Total income | | $ 3,297.06 |
| DEDUCTIONS FROM INCOME: | | |
| Taxes | 1,966.92 | |
| Total deductions from income | | $ 1,966.92 |
| Net income | | $ 1,330.14 |
| Surplus from operations of year ending June 30, 1889 | | $ 1,330.14 |
| Deficit on June 30, 1888 | | 146,981.77 |
| Deficit on June 30, 1889 | | $ 145,651.63 |

## EARNINGS FROM OPERATION.

| | | |
|---|---|---|
| PASSENGER— | | |
| Passenger revenue | $ 12,266.19 | |
| Total passenger revenue | | $ 12,266.19 |
| Mail | $ 2,308.96 | |
| Express | 484.14 | |
| Total passenger earnings | | $ 14,959.29 |
| FREIGHT— | | |
| Freight revenue | $ 42,937.37 | |
| Total freight revenue | | $ 42,937.37 |
| Total passenger and freight earnings | | $ 57,896.66 |
| OTHER EARNINGS FROM OPERATION— | | |
| Telegraph companies | $ 119.94 | |
| Total other earnings | | $ 119.94 |
| Total gross earnings from operation | | $ 58,016.60 |
| Total gross earnings in Iowa, same for Iowa. | | |
| Operating expenses per mile of road | | $ 1,291.09 |
| Operating expenses per train mile | | 1.04 |
| Proportion of operating expenses and taxes for Iowa | | All. |
| Percentage of expenses to earnings | | .94 |
| Net earnings per train mile | | .0215 |
| Percentage of earnings to stock and debt | | .00114 |
| Percentage of earnings to cost of road and equipment | | .0012 |
| Surplus at the commencement of the year | | None. |
| Surplus at the close of the year | | None. |
| The amount of its own stock owned by the company. No record in this office. | | |



## OPERATING EXPENSES.

| ITEM. | Chargeable to Passenger Traffic. | Chargeable to Freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | | | $ 7,750.02 |
| Renewals of rails | | | 2,403.39 |
| Renewals of ties | | | 2,010.33 |
| Repairs of bridges and culverts | | | 2,508.50 |
| Repairs of fences, road-crossings, signs and cattle guards | | | 253.44 |
| Repairs of buildings | | | 365.22 |
| Repairs of telegraph | | | 137.04 |
| Total | | | $ 16,428.44 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | | | $ 4,176.97 |
| Repairs and renewals of passenger cars | | | 539.24 |
| Repairs and renewals of freight cars | | | 1,617.73 |
| Total | | | $ 6,333.94 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of engineemen, firemen, and round-housemen | | | $ 3,599.78 |
| Fuel for locomotives | | | 3,362.60 |
| Water-supply for locomotives | | | 455.04 |
| All other supplies for locomotives | | | 317.02 |
| Wages of other trainmen | | | 2,050.87 |
| All other train supplies | | | 72.48 |
| Wages of switchmen, flagmen and watchmen | | | 400.00 |
| Expense of telegraph, including train dispatchers and operators | | | 317.54 |
| Wages of station agents, clerks and laborers | | | 13,105.58 |
| Station supplies | | | 241.40 |
| Loss and damage | | | 1,184.83 |
| Injuries to persons | | | 650.55 |
| Total | | | $ 25,855.58 |
| GENERAL EXPENSES— | | | |
| General office expenses and supplies | | | $ 3,539.09 |
| Advertising | | | 326.10 |
| Insurance | | | 619.03 |
| Expense of traffic association | | | 302.17 |
| Legal expenses | | | 529.00 |
| Stationery and printing | | | 505.26 |
| Other general expenses | | | 328.61 |
| Total | | | $ 6,149.78 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | | | $ 16,428.44 |
| Maintenance of equipment | | | 6,333.94 |
| Conducting transportation | | | 25,855.58 |
| General expenses | | | 6,149.78 |
| Grand total | | | $ 54,719.54 |
| Operating expenses for Iowa | Same. | | |

## FENCING IN IOWA.

| | |
|---|---|
| How many miles of fencing have you on your road in Iowa | 4 miles, 272 feet. |
| What is the average price per mile | $ 166.00 |
| How many miles of new fencing have you built during year | 1 mile, 2½ feet. |
| Give the number of miles needed to complete your fencing in Iowa, miles | 38 |

## EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General Superintendent | 1 | $ 1,200.00 | $ |
| Auditor | 1 | 1,200.00 | |
| General office clerks | 1 | 900.00 | |
| Station agents | 8 | 594.00 | |
| Enginemen | 2 | | 2.75 |
| Firemen | 2 | | 1.50 |
| Conductors | 2 | | 2.10 |
| Other trainmen | 1 | | 1.50 |
| *Machinists | | | |
| Carpenters | 3 | | 2.25 |
| *Other shopmen | | | |
| Section foremen | 6 | | 1.35 |
| Other trackmen | 10 | | 1.10 |
| *Watchmen | 1 | | 1.50 |
| Telegraph operators and dispatchers | 2 | 660.00 | |
| Wipers | 1 | | 1.50 |

Number of employes in Iowa ..... 41

## PASSENGER, FREIGHT AND TRAIN MILEAGE.

| | | | |
|---|---|---|---|
| **PASSENGER TRAFFIC:** | | | |
| Number of passengers carried earning revenue | 25,535 | | |
| Number of passengers carried one mile | 527,620 | | |
| Average distance carried, miles | 20.6 | | |
| Total passenger revenue | | $ | 12,266.19 |
| Average amount received from each passenger | | | .48 |
| Average receipts per passenger per mile | | | .02.5 |
| Passenger earnings per mile of road | | | 291.95 |
| Passenger earnings per train-mile | | | .56 |
| **FREIGHT TRAFFIC:** | | | |
| Number of tons carried of freight earning revenue | 24,119 | | |
| Number of tons carried one mile | 524,367 | | |
| Average distance haul of one ton, miles | 21.7 | | |
| Total freight revenue | | $ | 42,937.37 |
| Average amount received for each ton of freight | | | 1.80 |
| Average receipts per ton per mile | | | .08 |
| Freight earnings per mile of road | | | 1,013.61 |
| Freight earnings per train-mile | | | 1.09 |
| **PASSENGER AND FREIGHT:** | | | |
| Passenger and freight earnings | | $ | 55,203.56 |
| Passenger and freight earnings per mile of road | | | 1,305.16 |
| Total earnings per mile of road, including mails, express, etc | | | 1,366.65 |
| Number of passenger trains | 626 | | |
| Number of freight trains | 656 | | |

*All employes at Des Moines terminals, which includes machinists, shopmen, switchmen and flagmen, are also employes of three other lines of railway, and receive a portion of their salaries from such other companies. They are not carried on our rolls, but are paid by the Des Moines Union Railway Company, and charged against this company on a wheelage basis.



| | |
|---|---|
| **TRAIN MILEAGE:** | |
| Miles run by passenger trains | 26,212 |
| Miles run by freight trains | 26,405 |
| Total mileage trains earning revenue | 52,617 |
| Grand total train mileage | 52,617 |
| Mileage of loaded freight cars—north | 48,035 |
| Mileage of loaded freight cars—south | 58,853 |
| Mileage of empty freight cars—north | 17,367 |
| Mileage of empty freight cars—south | 11,768 |
| Average number of freight cars in train | 6 |
| Average number of loaded cars in train | 4 |
| Average number of empty cars in train | 2 |
| Average number of tons of freight in train | 38 |
| Average number of tons of freight in each loaded car. | 9.5 |

Average number of tons in cars when shipped in car lots:
Ten.

Average number of tons in cars when shipped in less than car lots:
Three.

What per cent does the local freight business of Iowa bear to the total freight business of the entire line?
22 per cent.

What per cent does local freight business of Iowa bear to freight originating on your line in Iowa and passing outside the State?
25 per cent.

What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?
25 per cent.

What per cent of freight received at each station on your road is local and what per cent inter-State?
22 per cent local; 78 per cent Inter-State.

What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?
45 per cent.

What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?
45 per cent.

Same for passengers.

## FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—whole tons. | TOTAL FREIGHT TONNAGE. Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | 7,567 | ..... | 7,567 | ..... |
| Flour | ..... | 1,085 | 1,085 | ..... |
| Hay | 200 | ..... | 200 | ..... |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | 3,080 | ..... | 3,080 | ..... |
| PRODUCTS OF MINES— | | | | |
| Anthracite coal | ..... | 195 | 195 | ..... |
| Bituminous coal | 900 | ..... | 900 | ..... |
| PRODUCTS OF FOREST— | | | | |
| Lumber | 192 | 150 | 342 | ..... |
| MANUFACTURES— | | | | |
| Petroleum and other oils | ..... | 100 | 100 | ..... |
| Sugar | ..... | 2,713 | 2,713 | ..... |
| Agricultural implements | ..... | 100 | 100 | ..... |
| MERCHANDISE— | 1,327 | 6,511 | 7,838 | ..... |
| Total tonnage | 13,266 | 10,854 | 24,120 | ..... |

## DESCRIPTION OF EQUIPMENT.

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. Number. | Kind. | CARS FITTED WITH AUTOMATIC COUPLER. Number. | Kind. |
|---|---|---|---|---|---|---|
| LOCOMOTIVES— | | | | | | |
| Passenger | ..... | 1 | 1 | Westinghouse | ..... | ..... |
| Freight | ..... | 2 | ..... | ..... | ..... | ..... |
| Total | ..... | 3 | 1 | ..... | ..... | ..... |
| CARS IN PASSENGER SERVICE— | | | | | | |
| First-class passenger cars | ..... | 3 | 3 | Automatic | ..... | ..... |
| Baggage, express, and postal cars | ..... | 1 | ..... | ..... | ..... | ..... |
| Other cars in passenger service, excursion cars | ..... | 7 | 7 | Automatic | ..... | ..... |
| Total | ..... | 11 | ..... | ..... | ..... | ..... |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Box cars | ..... | 35 | ..... | ..... | ..... | ..... |
| Coal cars | ..... | 51 | ..... | ..... | ..... | ..... |
| Other cars, service cars | ..... | 8 | ..... | ..... | ..... | ..... |
| Total | ..... | 94 | ..... | ..... | ..... | ..... |
| Total owned | ..... | 105 | ..... | ..... | ..... | ..... |
| Grand total | ..... | 94 | ..... | ..... | ..... | ..... |



## 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. We receive $40 per month. Do not know their tariff rates. They handle light merchandise. We receive their freight at cars.

## MILEAGE

### A. MILEAGE OF ROAD OPERATED

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Iron. | Steel. |
| Miles of yard track, sidings, and spurs | 42.36 | | | | | | | | | |
| Miles of single track | 2.35 | | | | | | | | | |
| Total mileage operated (all tracks) | 42.36 | | | | | | | | | |



### CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Ascending grades. | | | Descending grades. | | |
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | Length of level line—miles. | Number. | Sum of ascents—feet. | Aggregate length of ascending grades—miles. | Number. | Sum of descents—feet. | Aggregate length of descending grades—miles. |
| Des Moines | Boone | 42.36 | | | | | | | | | | |

CHARACTERISTICS OF ROAD IN IOWA—CONTINUED.

| | |
|---|---|
| BRIDGES— | |
| Number of combination | 2 |
| TRESTLES— | |
| Number | 89 |
| Aggregate length, feet | 9,587 |

GAUGE OF TRACK:
Three feet.

TELEGRAPH:
Owned by this company, 42.36 miles of line.
Owned by this company, 42.36 miles of wire
Operated by this company, 42.36 miles of line.
Operated by this company, 42.36 miles of wire.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.
Station house, stock yards, station yards and round house, at Des Moines, Iowa.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic:
Western Freight Association.
Western Classification Committee.
Western Weighing Association and Inspection Bureau.

STATE OF IOWA, COUNTY OF POLK, } ss.

We, the undersigned, L. M. Martin, General Superintendent, and J. H. Brinsmaid Auditor, of the St. Louis, Des Moines & Northern Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

(Signed) L. M. MARTIN,
*General Superintendent.*
J. H. BRINSMAID.
*Auditor.*

Subscribed and sworn to before me this 21st day of October, 1889.

[SEAL.] F. S. FRACKER,
*Notary Public, Polk county, Iowa.*

# ANNUAL REPORT

OF THE

# BURLINGTON & NORTHWESTERN RAILWAY COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

HISTORY.

Name of common carrier making this report:
Burlington & Northwestern Railway Company.

Date of organization:
March 3, 1875.

Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:
State of Iowa.

ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| T. W. Barhydt | Burlington, Iowa | June, 1890. |
| W. W. Baldwin | Burlington, Iowa | June, 1890. |
| J. T. Remey | Burlington, Iowa | June, 1890. |
| J. W. Blythe | Burlington, Iowa | June, 1890. |
| Lyman Cook | Burlington, Iowa | June, 1890. |
| C. P. Squires | Burlington, Iowa | June, 1890. |
| H. C. Garrett | Burlington, Iowa | June, 1890. |
| H. B. Scott | Burlington, Iowa | June, 1890. |
| Norman Everson | Washington, Iowa | June, 1890. |

Total number of stockholders at date of last election:
Two hundred and twenty-nine.

Date of last meeting of stockholders for election of directors:
June, 1889.

Give post-office address of general office:
Burlington, Iowa.

Give post-office address of operating office.
Burlington, Iowa.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| President | T. W. Barhydt | Burlington, Iowa. |
| Vice-president | J. T. Remey | Burlington, Iowa. |
| Secretary | R. M. Green | Burlington, Iowa. |
| Treasurer | R. M. Green | Burlington, Iowa. |
| Chief Clerk Auditing Department | K. M. Boden | Burlington, Iowa. |
| General Passenger Agent | J. T. Gerry | Burlington, Iowa. |
| General Ticket Agent | J. T. Gerry | Burlington, Iowa. |
| General Superintendent | J. T. Gerry | Burlington, Iowa. |
| Superintendent of Telegraph | J. T. Gerry | Burlington, Iowa. |



PROPERTY OPERATED

| NAME. | TERMINALS. FROM— | TERMINALS. TO— | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| Burlington & Northwestern | Mediapolis | Washington | 38.77 | |
| This company has leased the right to run over the B., C. R. & N. R'y by means of a third rail laid down and owned by this company | Burlington | Mediapolis | 13.3 | |
| Total mileage operated | | | 52.07 | |
| Total mileage operated in Iowa | | | 52.07 | |

## CAPITAL STOCK

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. June 30, 1889. | MARKET PRICE OF SHARES. Average for the year. | DIVIDENDS DECLARED DURING YEAR. Rate. | DIVIDENDS DECLARED DURING YEAR. Amount |
|---|---|---|---|---|---|---|---|
| CAPITAL STOCK— | | | | | | | |
| Common | $ 100.00 | $ 3,000,000.00 | $ 156,000.00 | See letter. | | ..... | ..... |
| Total | $ 100.00 | $ 3,000,000.00 | $ 156,000.00 | | | ..... | ..... |

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | PARTICULARS AND EXPLANATIONS. |
|---|---|---|---|
| ISSUED FOR CONSTRUCTION— | | | In addition to this we have received tax aid and subscriptions as |
| Common | 1,560 | $ 156,000.00 | follows: $43,328.13 from Washington township, Washington county; |
| | | | $50,568.00 from Crawford township, Washington county, of which |
| Totals | 1,560 | $ 156,000.00 | $50,056.54 is not yet passed to stock account. |



BURLINGTON & NORTHWESTERN RAILWAY.
BURLINGTON & WESTERN RAILWAY.
BURLINGTON, IOWA, Nov. 1, 1889.

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

DEAR SIR—Replying to your letter of Oct. 28th to K. M. Boden, will say: Neither the bonds or common stock of these companies have any known market value. For the last six years the Burlington & Northwestern Railway has not only failed to make any return on the investment, but has been operated at a profit of only $12,886.70, and this little surplus has of necessity been used to pay the taxes of the Burlington & Western Company, and keep it out of the hands of the sheriff. This was done, not as a matter of sympathy, but on purely business principles, to insure the continuance of running of joint trains south of Winfield, which is a matter of economy to both companies, and without which the Northwestern would have been operated at a loss.

The reports of the Burlington & Western Railway show that it has been operated a a loss every year since its construction, and in six years has created a deficit, from operating alone, of $43,067.50. The attention of the board has been called to these facts year by year in response to the request to put a cash valuation on the railways, and the opinion expressed that such properties could not possibly have a cash value.

There has been nothing in the history of the past year, so far as these lines individually are concerned, or of the general improvement of railway property in the State of Iowa, which could by any means tend to better our financial condition or make either of the roads worth one cent more than it was one year ago.

I would have no doubt whatever as to the accuracy of my conclusions were it not for the fact that the Executive Council of the State of Iowa for the last three years have assessed both roads at $1,500 per mile. As the other property of the State is assessed at about one third its cash value, it is plain that these gentlemen have discovered tha the real value is about $4,500.00 per mile.

I cannot for one moment suppose they have assessed a value which they do not consider is founded on a sound basis, and the doubt is thus raised as to the correctness of my views. I should be glad if the board would state what they consider a proper basis for estimating the cash value of this property, and shall be glad to correct my estimate in accordance with any new views which my judgment approves,

Yours truly,

JOHN T. GERRY, *Superintendent.*

## FUNDED DEBT.

### COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | INTEREST. | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Date of issue. | When due. | | | | Rate. | When payable. | Amount accrued during year. | Amount paid during year. |
| First mortgage | Aug. 1, 1879 | Aug. 1, 1888 | $ 130,000.00 | $ 130,000.00 | 130,000.00 | 7 | Feb. and Aug. | $ 8,400.00 | |
| Second mortgage | Aug. 2, 1879 | Aug. 1, 1880 | 100,000.00 | 100,000.00 | 100,000.00 | 8 | Feb. and Aug. | 8,000.00 | |
| Total | | | $ 230,000.00 | $ 230,000.00 | $ 230,000.00 | | | $ 16,400.00 | |

### RECAPITULATION OF FUNDED DEBT.

| ACCOUNT. | Amount issued. | Amount outstanding. | INTEREST. Amount accrued during year. | Amount paid during year. |
|---|---|---|---|---|
| Bonds | $ 230,000.00 | $ 230,000.00 | $ 16,400.00 | |
| Total | $ 230,000.00 | $ 230,000.00 | $ 16,400.00 | |



## CURRENT ASSETS AND LIABILITIES.

### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---|
| Cash | $ 3,751.05 |
| Bills receivable | 2,601.15 |
| Due from agents | 426.01 |
| Net traffic balances due from other companies | 653.68 |
| Due from solvent companies and individuals | 34,806.98 |
| Other cash assets | 100.00 |
| Balance—current liabilities | 88,216.30 |
| Total | $ 130,558.17 |
| Materials and supplies on hand | 6,457.38 |

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | |
|---|---|
| Loans and bills payable | $ 20,702.24 |
| Audited vouchers and accounts | 8,230.04 |
| Wages and salaries | 155.25 |
| Net traffic balances due to other companies | 81.20 |
| Matured interest coupons unpaid | 101,104.00 |
| Miscellaneous | 276.44 |
| Total | $ 130,558.17 |

## RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| | | To Railroads. | To other Properties. | Miles. | Amount. | |
| Capital stock | $ 156,000.00 | | $ 156,000.00 | 38.77 | $ 4,023.73 | |
| Bonds | 220,000.00 | | 220,000.00 | 38.77 | 5,674.49 | |
| Total | $ 376,000.00 | | $ 376,000.00 | | $ 9,698.22 | |



## PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. | | | Credits, property and material sold. | Differences or net additions to property, etc. |
|---|---|---|---|---|---|
| | Included in operating expenses. | Not included in operating expenses. | Total expenditures. | | |
| CONSTRUCTION— | | | | | |
| Fences | | $ 43.88 | | | $ 43.88 |
| Total construction | | $ 43.88 | | | $ 43.88 |

## COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888. | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| CONSTRUCTION— | | | | |
| Right of way | $ 18,988.13 | $ | $ 18,988.13 | |
| Other real estate | 4,238.75 | | 4,238.75 | |
| Fences | 2,401.28 | 43.88 | 2,445.16 | |
| Grading and bridge and culvert masonry | 70,026.08 | | 70,026.08 | |
| Bridges and trestles | | | | |
| Rails | | | | |
| Ties | 206,703.07 | | 206,703.07 | |
| Other superstructure | | | | |
| Buildings, furniture and fixtures | 15,705.97 | | 15,705.97 | |
| Engineering expenses | 11,284.52 | | 11,284.52 | |
| Discount on securities sold for construction | 3,080.00 | | 3,080.00 | |
| Telegraph line | 2,270.01 | | 2,270.01 | |
| Total construction | $ 334,848.41 | $ 43.88 | $ 334,892.29 | $ 8,657.95 |
| EQUIPMENT— | | | | |
| Locomotives | $ 18,744.37 | | $ 18,744.37 | |
| Passenger cars | 10,060.00 | | 10,060.00 | |
| Freight cars | 31,134.72 | | 31,134.72 | |
| Other cars of all classes | 3,812.41 | | 3,812.41 | |
| Total equipment | $ 63,732.43 | | $ 63,732.43 | $ 1,644.38 |
| Grand total cost construction and equipment | $ 398,600.84 | $ 43.88 | $ 398,644.72 | $ 10,282.33 |

## INCOME ACCOUNT.

(FOR ROADS MAKING OPERATING REPORTS.)

| | | |
|---|---|---|
| Gross earnings from operation | $ 60,231.85 | |
| Less operating expenses | 43,625.73 | |
| Income from operation | | $ 16,506.12 |
| Total income | | $ 16,506.12 |
| Deductions from income: | | |
| Interest on funded debt accrued | $ 16,400.00 | |
| Rentals including tracks, yards and terminals | 4,330.00 | |
| Taxes | 1,178.64 | |
| Total deductions from income | | $ 21,908.64 |
| Net income | | $ 5,312.52 |
| Deficit on June 30, 1888 | | $ 95,765.22 |
| Deficit on June 30, 1889 | | $ 99,077.74 |

## EARNINGS FROM OPERATION.

| | |
|---|---|
| PASSENGER: | |
| Passenger revenue | $ 12,661.51 |
| Mail | 2,960.20 |
| Express | 800.04 |
| Total passenger earnings | $ 16,460.75 |
| FREIGHT: | |
| Total freight earnings | $ 43,759.10 |
| OTHER EARNINGS FROM OPERATION: | |
| Rentals not otherwise provided for | $ 12.00 |
| Total other earnings | $ 12.00 |
| Total gross earnings from operation | $ 6,231.85 |

| | |
|---|---|
| Operating expenses per mile of road | $ 838.02 |
| Operating expenses per train mile.... No mileage record kept at this time. | |
| Proportion of operating expenses and taxes for Iowa. ....All. | .724 |
| Percentage of expenses to earnings ....Not kept. | |
| Net earnings per train mile. | .155 |
| Percentage of net earnings to stock and bonded debt | .151 |
| Percentage of net earnings to cost of road and equipment | |

## STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|---|---|---|---|
| Iowa Rolling Mill Company | $ 100.00 | .... | .... |



## RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS

| DESIGNATION OF PROPERTY. | SITUATION OF PROPERTY LEASED. | NAME OF COMPANY USING PROPERTY LEASED. | ITEM. | TOTAL. |
|---|---|---|---|---|
| Tracks | Winfield to Burlington | Burlington & Western | .... | $ 10,882.00 |

## OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway, Renewals of rails, Renewals of ties | | | $ 18,436.50 |
| Repairs of bridges and culverts | | | 2,530.39 |
| Repairs of fences, road-crossings, signs and cattle guards | | | 359.50 |
| Repairs of buildings | | | 1,067.16 |
| Repairs of telegraph | | | 35.40 |
| Total | | | $ 22,188.13 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | | | 1,303.02 |
| Repairs and renewals of passenger cars | | | 2,374.01 |
| Repairs and renewals of freight cars | | | |
| Total | | | $ 3,677.03 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of enginemen, firemen and roundhousemen | | | $ 4,305.74 |
| Fuel for locomotives, Water-supply for locomotives, All other supplies for locomotives | | | 2,945.24 |
| Wages of other trainmen, All other train supplies | | | 5,514.66 |
| Wages of switchmen, flagmen and watchmen, Expense of Telegraph, including train dispatchers and operators, Wages of station agents, clerks and laborers, Station supplies, Loss and damage, Injuries to persons | | | 479.20 |
| Total | | | $ 13,244.84 |
| GENERAL EXPENSES— | | | |
| Salaries of officers, Salaries of clerks | | | $ 3,718.19 |
| General office expenses and supplies | | | 318.40 |
| Insurance | | | 469.05 |
| Stationery and printing | | | |
| Total | | | $ 4,525.73 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | | | $ 22,188.13 |
| Maintenance of equipment | | | 3,677.03 |
| Conducting transportation | | | 13,244.84 |
| General expenses | | | 4,525.73 |
| Grand total | | | $ 43,635.73 |

## FENCING IN IOWA.

| | |
|---|---|
| How many miles of fencing have you on your road in Iowa? | 11.90 |
| What is the total cost of same | $ 2,445.10 |
| How many miles of new fencing have you built during the year? | .34 |
| Give the number of miles needed to complete your fencing in Iowa | 24.14 |



## RENTS PAID FOR LEASE OF OTHER PROPERTY.

| DESIGNATION AND SITUATION OF PROPERTY LEASED. | NAME OF COMPANY OWNING PROPERTY. | ITEM. | TOTAL. |
|---|---|---|---|
| TRACKS— | | | |
| From Burlington to Mediapolis | Burlington, Cedar Rapids & Northern | | $ 4,350.00 |
| Total rentals | | | $ 4,350.00 |

## GENERAL BALANCE SHEET.

### DEBIT.

| | | |
|---|---|---|
| Cost of road | $ 334,892.29 | |
| Cost of equipment | 63,732.43 | |
| ocks of other companies owned | 100.00 | |
| and current assets | 42,241.87 | |
| ASSETS: | | |
| Materials and supplies | 6,457.38 | |
| Profit and loss | 99,077.74 | |
| Total | | $ 546,321.71 |

### CREDIT.

| | | |
|---|---|---|
| Capital stock | $ 156,900.00 | |
| Funded debt | 220,000.00 | |
| Current liabilities | 130,558.17 | |
| Washington and Crawford Township Aid | 39,063.54 | |
| Total | | $ 546,321.71 |

## CONTRACTS, AGREEMENTS, ETC.

### OTHER RAILROAD COMPANIES.

Leased from Chicago, Burlington & Quincy Railroad, two engines, two passenger cars, one combination car, thirty-two box, seven stock and sixteen flat cars.

### OTHER CONTRACTS.

Contract with Burlington, Cedar Rapids & Northern Railway for use of their track from Mediapolis to Burlington by the laying of a third rail of this company.



SECURITY FOR FUNDED DEBT

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | | | Amount of mortgage per mile of line. | What equipment mortgaged. |
|---|---|---|---|---|---|
| | FROM— | —TO— | MILES. | | |
| First mortgage | Mediapolis | Washington | 38.77 | $ 50.74 | B. & N. W. |
| Second mortgage | Mediapolis | Washington | 38.77 | | B. & N. W. |

## EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers | 5 | $ 1,000.00 | $ |
| General office clerks | 4 | 900.00 | |
| Station agents | 10 | | 1.10 |
| Enginemen | 1 | | 2.70 |
| Firemen | 1 | | 1.50 |
| Conductors | 1 | | 1.80 |
| Other trainmen | 1 | | 1.38 |
| Machinists | 1 | | 2.00 |
| Carpenters | 1 | | 2.15 |
| Section foremen | 1 | | 1.00 |
| Other trackmen | 21 | | 1.10 |
| Switchmen, flagmen and watchmen | 1 | | 1.50 |

## PASSENGER, FREIGHT, AND TRAIN MILEAGE.

| | | | |
|---|---|---|---|
| PASSENGER TRAFFIC: | | | |
| Number of passengers carried earning revenue | 32,549 | | |
| Number of passengers carried one mile | 374,868 | | |
| Total passenger revenue | | $ | 16,460.75 |
| Passenger earnings per mile of road | | | 424.57 |
| FREIGHT TRAFFIC: | | | |
| Total freight revenue | | $ | 43,759.10 |
| Freight earnings per mile of road | | | 1,553.25 |
| PASSENGER AND FREIGHT: | | | |
| Passenger and freight earnings | | $ | 60,219.85 |
| Passenger and freight earnings per mile of road | | | 1,977.82 |
| Expense per mile of road | | | 1,125.50 |
| Total earnings per mile of road, including mails, express, etc | | | 1,977.82 |



## DESCRIPTION OF EQUIPMENT.

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. Number. | EQUIPPED WITH TRAIN BRAKE. Kind. | CARS FITTED WITH AUTOMATIC COUPLER. Number. | CARS FITTED WITH AUTOMATIC COUPLER. Kind. |
|---|---|---|---|---|---|---|
| LOCOMOTIVES— | | | | | | |
| Passenger, Freight, Switching | | 2 | 2 | American | | |
| Leased | | 2 | | | | |
| Total | | 4 | | | | |
| CARS IN PASSENGER SERVICE— | | | | | | |
| First-class passenger cars | | 3 | 4 | Leased. | 1 | Miller. |
| Combination passenger cars | | 3 | 1 | Leased. | 1 | Miller. |
| Baggage, express, and postal cars | | 1 | | | | |
| Total | | 7 | | | | |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Box cars | | 84 | 32 | Leased. | | |
| Flat cars | | 25 | 16 | Leased. | | |
| Stock cars | | 7 | 7 | Leased. | | |
| Total | | 116 | | | | |
| Grand total | | 127 | | | | |

## MILEAGE.

### MILEAGE OF ROAD OPERATED.

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary company. | Line operated under track age rights. | Total mileage operated. | New line constructed during year. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track (single rail) | 38.77 | | | 13.3 | | | 52.07 | | 52.07 | 13.3 |
| Miles of third track | | | | | | | | | | |
| Miles of yard track, sidings and spurs | 3.48 | | | | | | 3.48 | | 3.48 | |
| Total mileage operated (all tracks) | 42.25 | | | 13.3 | | | 55.55 | | 55.55 | 13.3 |

### B. MILEAGE OF LINE BY STATES AND TERRITORIES.

#### I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary company. | New line constructed during year. | Total mileage, including trackage rights. | Line operated under track age rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Iowa | 38.77 | | | 13.3 | | | 3.350 | 8.350 | | |
| Total mileage operated (single track) | 38.77 | | | 13.3 | | | 3.350 | 8.350 | | |



### RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. Kind. | Tons. | Weight per yard, lbs. | Average price per ton at distributing point. | NEW TIES LAID DURING YEAR. Kind. | Number. | Average price per tie at distributing point. |
|---|---|---|---|---|---|---|
| | | | | Cedar | 9,000 | $ |
| | | | | Oak | 1,000 | |
| | | | | Total | 10,000 | |

### CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | WOOD—CORDS. Hard. | WOOD—CORDS. Soft. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|---|
| *Passenger | | | | | | |
| *Freight | | | | | | |
| *Switching | | | | | | |
| *Construction | | | | | | |
| Total | | | | | | |
| Average cost at distributing point | $ 1.70 | | $ 2.00 | | | |

### ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYES. TRAINMEN. Killed. | TRAINMEN. Injured. | SWITCHMEN, FLAGMEN AND WATCHMEN. Killed. | SWITCHMEN, FLAGMEN AND WATCHMEN. Injured. | OTHER EMPLOYES. Killed. | OTHER EMPLOYES. Injured. | TOTAL. Killed. | TOTAL. Injured. |
|---|---|---|---|---|---|---|---|---|
| Falling from trains and engines | | | | 1 | | | | 1 |
| Total | | | | 1 | | | | 1 |

*No detailed record kept.

## CHARACTERISTICS OF ROAD.

TRESTLES:
Aggregate length, feet..... 2,258

GAUGE OF TRACK—
Three feet.

TELEGRAPH—
Operated by Western Union, miles of wire..... 82.3

STATE OF IOWA, }
COUNTY OF DES MOINES. } ss.

We, the undersigned, T. W. Barhydt, President, and K. M. Boden, Chief Clerk, in charge of accounts of the Burlington & Northwestern Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

T. W. BARHYDT,
*President.*

K. M. BODEN,
*Chief Clerk.*

Subscribed and sworn to before me this 14th day of September, 1889.

H. A. KELLEY,
*Notary Public.*

[SEAL.]

# ANNUAL REPORT

OF THE

# BURLINGTON & WESTERN RAILWAY COMPANY,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

## HISTORY.

Name of common carrier making this report:
Burlington & Western Railway Company.

Date of organization:
June 7, 1881.

Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:
Iowa.

## ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| T. W. Barhydt | Burlington, Iowa | June, 1890. |
| C. P. Squires | Burlington, Iowa | June, 1890. |
| Lyman Cook | Burlington, Iowa | June, 1890. |
| J. W. Blythe | Burlington, Iowa | June, 1890. |
| H. B. Scott | Burlington, Iowa | June, 1890. |

Total number of stockholders at date of last election:
Six.

Date of last meeting of stockholders for election of directors:
June, 1889.

Give post-office address of general office:
Burlington, Iowa.

Give post-office address of operating office:
Burlington, Iowa.

OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| President | T. W. Barhydt | Burlington, Iowa. |
| Vice-president | C. P. Squires | Burlington, Iowa. |
| Secretary and Treasurer | R. M. Green | Burlington, Iowa. |
| Chief Clerk Auditing Department | K. M. Boden | Burlington, Iowa. |
| General Passenger and Ticket Agent | J. T. Gerry | Burlington, Iowa. |
| General Superintendent | J. T. Gerry | Burlington, Iowa. |
| Superintendent of Telegraph | J. T. Gerry | Burlington, Iowa. |



PROPERTY OPERATED.

| NAME. | TERMINALS. FROM— | TERMINALS. TO— | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| Burlington & Western | Winfield | Oskaloosa | 70.7 | |
| Total mileage operated | | | | 104.5 |
| Total mileage operated in Iowa | | | | 70.7 |

## CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. June 30, 1889. | MARKET PRICE OF SHARES. Average for year. | DIVIDENDS DECLARED DURING YEAR. Rate. | DIVIDENDS DECLARED DURING YEAR. Amount. |
|---|---|---|---|---|---|---|---|
| CAPITAL STOCK— | | | | | | | |
| Common | $ 100.00 | $ 3,000,000.00 | $ 856,801.82 | | | | |
| Total | $ 100.00 | $ 3,000,000.00 | $ 856,801.82 | | | | |

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | PARTICULARS AND EXPLANATIONS. |
|---|---|---|---|
| ISSUED FOR CASH— | | | |
| Common | 7,500 | $ 750,000.00 | |
| ISSUED FOR CONSTRUCTION— | | | |
| Common | 1,008 | 106,801.82 | |
| Total | | $ 856,801.82 | |

| | | |
|---|---|---|
| Amount of stock per mile of road | | $ 12,118.80 |
| Amount of stock representing road in Iowa | All. | |
| Amount of stock held in Iowa | | 856,801.82 |
| Total number of stockholder | | 6 |
| Number of stockholders in Iowa | All. | |



## FUNDED DEBT.

### COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. Date of issue. | TIME. When due. | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | INTEREST. Rate. | INTEREST. When payable. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|---|---|---|---|---|---|
| First mortgage | * | * | | $ 571,201.21 | $ 571,201.21 | | .07 | Feb. and Aug. | $ 39,984.00 | |
| Total | | | | $ 571,201.21 | $ 571,201.21 | | | | | |

*August, 1906.

### RECAPITULATION OF FUNDED DEBT.

| ACCOUNT. | Amount issued. | Amount outstanding. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|
| Bonds | $ 571,201.21 | $ 571,201.21 | $ 39,984.00 | |
| Total | $ 571,201.21 | $ 571,201.21 | $ 39,984.00 | |

## CURRENT ASSETS AND LIABILITIES.

### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---|
| Cash | $ 5,470.00 |
| Bills receivable | 50.00 |
| Due from agents | 720.09 |
| Net traffic balances due from other companies | 214.72 |
| Due from solvent companies and individuals | 1,634.94 |
| Balance—current liabilities | 222,881.50 |
| Total | $ 231,072.15 |

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | |
|---|---|
| Loans and bills payable | $ 45,005.24 |
| Audited vouchers and accounts | 4,479.82 |
| Wages and salaries | 937.37 |
| Net traffic balances due to other companies | 28.62 |
| Matured interest coupons unpaid | 170,914.00 |
| Miscellaneous | 276.00 |
| Total | $ 231,072.15 |



## RECAPITULATION.

### FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| | | To Railroads. | To other Properties. | Miles. | Amount. | |
| Capital stock | $ 856,891.82 | | $ 856,891.82 | 70.7 | $ 12,118.84 | |
| Total | $ 856,891.82 | | $ 856,891.82 | 70.7 | $ 12,118.84 | |

### B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

| NAME OF ROAD. | CAPITAL STOCK. | FUNDED DEBT. | CURRENT LIABILITIES. | [TOTAL. | AMOUNT PER MILE OF ROAD. | |
|---|---|---|---|---|---|---|
| | | | | | Miles. | Amount. |
| Burlington & Western | $ 856,891.82 | $ 571,301.21 | $ 225,005.70 | $ 1,651,198.73 | 70.7 | $ 23,362.31 |
| Total | $ 856,891.82 | $ 571,301.21 | $ 225,005.70 | $ 1,651,198.73 | 70.7 | $ 23,362.31 |

## PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. Included in operating expenses. | Not included in operating expenses. | Total expenditures. |
|---|---|---|---|
| CONSTRUCTION— | | | |
| Right of way | | $ 141.25 | $ 141.25 |
| Grading and bridge and culvert masonry | | 14.00 | 14.00 |
| Total construction | | $ 155.25 | $ 155.25 |

Expended for construction in Iowa, all in Iowa.

## COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888. | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| CONSTRUCTION— | | | | |
| Right of way | $ 67,275.96 | $ 141.25 | $ 67,417.21 | |
| Other real estate | 572.09 | | 572.09 | |
| Fences | 4,940.90 | 14.00 | 4,954.90 | |
| Buildings, furniture and fixtures | 25,580.18 | | 25,580.18 | |
| Engineering expenses | 23,497.43 | | 23,497.43 | |
| Telegraph line | 1,745.38 | | 1,745.38 | |
| Sidings and yard extensions | 5,367.50 | | 5,367.50 | |
| Road built by contract | 1,215,742.62 | | 1,215,742.62 | |
| Other items | 2,190.08 | | 2,190.08 | |
| Total construction | $ 1,344,675.34 | $ 155.25 | $ 1,344,675.34 | $ 18,939.09 |
| EQUIPMENT— | | | | |
| Locomotives | $ 32,126.27 | | $ 32,126.27 | |
| Passenger cars, Sleeping, parlor and dining cars, Baggage, express and postal cars | 10,838.25 | | 10,838.25 | |
| Freight cars | 49,048.39 | | 49,048.39 | |
| Other cars of all classes | 358.45 | | 358.45 | |
| Total equipment | $ 92,371.26 | | $ 92,371.26 | $ 1,301.82 |
| Grand total cost construction and equipment | $ 1,437,346.60 | $ 155.25 | $ 1,437,401.85 | $ 20,240.91 |



## INCOME ACCOUNT.

(FOR ROADS MAKING OPERATING REPORTS.)

| | | |
|---|---|---|
| Gross earnings from operation | $ 55,709.40 | |
| Less operating expenses | 57,075.39 | |
| Deficit | | $ 1,365.99 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued | $ 39,984.00 | |
| Taxes | 2,445.47 | |
| Total deductions from income | | $ 42,439.47 |
| Deficit | | $ 43,795.47 |
| Deficit June 30, 1888 | | 169,931.47 |
| Deficit on June 30, 1889 | | $ 213,737.93 |

## EARNINGS FROM OPERATION.

| | | |
|---|---|---|
| PASSENGER— | | |
| Passenger revenue | $ 12,808.47 | |
| Total passenger revenue | | $ 12,808.47 |
| Mail | $ 3,706.34 | |
| Express | 1,699.92 | |
| Total passenger earnings | | $ 18,214.73 |
| FREIGHT— | | |
| Freight revenue | $ 37,411.67 | |
| Total freight revenue | | $ 37,411.67 |
| OTHER EARNINGS FROM OPERATION— | | |
| Other sources | $ 73.00 | |
| Total other earnings | | $ 73.00 |
| Total gross earnings from operation | | $ 55,709.40 |

| | |
|---|---|
| Operating expenses per mile of road | $ 546.19 |
| Operating expenses per train mile | No mileage kept. |
| Proportion of operating expenses and taxes for Iowa | All. |
| Percentage of expenses to earnings | 1.02¼ |
| Percentage of earnings to stock and debt | No record kept. |
| Percentage of earnings to stock and bonded debt | .039 |
| Percentage of net earnings to cost of road and equipment | .039 |
| Surplus at the commencement of the year | None. |
| Surplus at the close of the year | None. |
| The amount of its own stock owned by the company | None. |

## OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway, Renewals of rails, Renewals of ties | | | $ 14,247.40 |
| Repairs of bridges and culverts | | | 1,146.48 |
| Repairs of fences, road-crossings, signs, and cattle-guards | | | 302.05 |
| Repairs of buildings | | | 893.52 |
| Repairs of telegraph | | | 58.62 |
| Total | | | $ 16,661.15 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | | | $ 3,190.20 |
| Repairs and renewals of passenger cars, Repairs and renewals of freight cars | | | 2,954.04 |
| Total | | | $ 6,153.24 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of enginemen, firemen, and roundhousemen | | | $ 13,527.57 |
| Fuel for locomotives | | | 501.94 |
| Water-supply for locomotives | | | |
| Wages of other trainmen, All other train supplies | | | 5,818.46 |
| Wages of switchmen, flagmen and watchmen | | | |
| Expense of telegraph, including train dispatchers and operators | | | 6,009.16 |
| Wages of station agents, clerks and laborers. | | | |
| Station supplies | | | |
| Loss and damage, Injuries to persons | | | 1,676.81 |
| Total | | | $ 29,623.04 |
| GENERAL EXPENSES— | | | |
| Salaries of officers, Salaries of clerks, General office expenses and supplies, Agencies, including salaries and rent | | | $ 3,483.57 |
| Insurance | | | 338.08 |
| Rentals not otherwise provided for | | | 393.00 |
| Stationery and printing | | | 473.30 |
| Other general expenses | | | 3.00 |
| Total | | | $ 4,638.95 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | | | $ 16,661.15 |
| Maintenance of equipment | | | 6,153.24 |
| Conducting transportation | | | 29,623.04 |
| General expenses | | | 4,638.95 |
| Grand total | | | $ 57,076.39 |

## FENCING IN IOWA.

| | | |
|---|---|---|
| How many miles of fencing have you on your road in Iowa | | 16.25 |
| What is the average cost per mile | $ | 176.00 |
| What is the total cost of same | | 4,040.00 |
| How many miles of new fencing have you built during the year | | None. |



## RENTALS PAID.

### RENTS PAID FOR LEASE OF ROAD.

| NAME OF ROAD. | INTEREST ON BONDS GUARANTEED. | DIVIDENDS ON STOCK GUARANTEED. | CASH. | TOTAL. |
|---|---|---|---|---|
| The Burlington & Western Railway Company has, by payment of its proportion of joint expenses of train service and road repairs, the right to run over the Burlington & Northwestern Railway from Winfield to Mediapolis, 18.50 miles, and thence to Burlington, 15.13 miles, over the Burlington, Cedar Rapids & Northern Railroad, under contract of the Burlington & Northwestern Railway with that company. | | | | |

### RENTS PAID FOR LEASE OF OTHER PROPERTY.

| DESIGNATION OF PROPERTY. | SITUATION OF PROPERTY LEASED. | NAME OF COMPANY OWNING PROPERTY LEASED. | ITEM. | TOTAL. |
|---|---|---|---|---|
| Tracks | Between Winfield and Burlington | Burlington & Northwestern | | $ 10,855.00 |

## GENERAL BALANCE SHEET.

### DEBIT.

| | | |
|---|---|---|
| Cost of road | $ 1,344,675.34 | |
| Cost of equipment | 92,571.26 | |
| Cash and current assets | 8,090.65 | |
| Profit and loss | 213,737.93 | |
| Total | | $ 1,659,075.18 |

### CREDIT.

| | | |
|---|---|---|
| Capital stock | $ 856,801.82 | |
| Funded debt | 571,201.21 | |
| Current liabilities | 231,072.15 | |
| Total | | $ 2,659,075.18 |



SECURITY FOR FUNDED DEBT

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. | Miles. | Amount of mortgage per mile of line. | | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|---|---|---|---|---|---|---|---|
| First mortgage | From Winfield to Oskaloosa | 70.5 | | B. & W. | | | |

## EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers | 5 | $ | $ |
| General office clerks | 4 | | |
| Station agents | 15 | 4,500.00 | 1.00 |
| Other station men | 1 | | |
| Engineers | 3 | 3,105.00 | 3.45 |
| Firemen | 3 | 1,800.00 | 2.00 |
| Conductors | 3 | 2,250.00 | 2.50 |
| Other trainmen | 5 | 3,000.00 | 2.00 |
| Machinists | 2 | 1,200.00 | 2.00 |
| Carpenters | 2 | 1,290.00 | 2.15 |
| Other shopmen | 2 | 750.00 | 1.25 |
| Section foremen | 10 | 4,000.00 | 1.66 |
| Other trackmen | 30 | 5,900.00 | 1.16 |
| Switchmen, flagmen and watchmen | 1 | 450.00 | 1.50 |

## PASSENGER, FREIGHT AND TRAIN MILEAGE.

| | | |
|---|---|---|
| PASSENGER TRAFFIC— | | |
| Number of passengers carried earning revenue | 21,627 | |
| Number of passengers carried one mile | 461,171 | |
| Total passenger revenue | | $ 18,214.73 |
| Passenger earnings per mile of road | | 257.63 |
| FREIGHT TRAFFIC— | | |
| Total freight revenue | | $ 37,411.67 |
| Freight earnings per mile of road | | 529.16 |

## DESCRIPTION OF EQUIPMENT

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. Number. | EQUIPPED WITH TRAIN BRAKE. Kind. | CARS FITTED WITH AUTOMATIC COUPLER. Number. | CARS FITTED WITH AUTOMATIC COUPLER. Kind. |
|---|---|---|---|---|---|---|
| LOCOMOTIVES— | | | | | | |
| Passenger, Freight, Switching | | 3 | 3 | Steam. | | |
| Total | | 3 | | | | |
| CARS IN PASSENGER SERVICE— | | | | | | |
| First-class passenger cars | | 2 | 2 | Hand. | 2 | Miller. |
| Baggage, express and postal cars | | 2 | 2 | Hand. | 2 | Miller. |
| Total | | 4 | | | | |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Box cars | | 70 | | Hand. | | |
| Flat cars | | 30 | | Hand. | | |
| Stock cars | | 20 | | Hand. | | |
| Total | | 120 | | | | |
| Grand total | | 127 | | | | |



## MILEAGE.

### A. MILEAGE OF ROAD OPERATED.

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary company. | Line operated under trackage rights. | New line constructed during year. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track | 70.7 | | | | | | | | | 70.7 | |
| Mileage of yard track, sidings, and spurs | 3 | | | | | | | | | 3 | |
| Total mileage operated (all tracks) | 73.7 | | | | | | | | | 73.7 | |

### B. MILEAGE OF LINE BY STATES AND TERRITORIES.

### 1. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary company. | New line constructed during year. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Iowa | 70.7 | | | | | | | | 70.7 | |
| Total mileage operated (single track) | 70.7 | | | | | | | | 70.7 | |

## RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|---|---|---|---|---|---|---|
| Kind. | Tons. | Weight per yard, lbs. | Average price per ton at distributing point. | Kind. | Number. | Average price at distributing point. |
| Steel | | | | Cedar | 8,000 | $ .50 |
| | | | | Oak | 4,000 | .56 |
| Total Steel | | | | Total | 12,000 | $ .52 |

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | Wood, cords—hard. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|
| Passenger | No record kept. | | | | |
| Freight | | | | | |
| Switching | | | | | |
| Construction | | | | | |
| Total | | | | | |
| Average cost at distributing point | $ 1.70 | $ 2.00 | | | |

## CHARACTERISTICS OF ROAD—CONTINUED.

BRIDGES—

| | |
|---|---|
| Number stone | 33 |
| Number iron | 2 |

TRESTLES—

| | |
|---|---|
| Number | 30 |
| Aggregate length, feet | 7,174 |

GAUGE OF TRACK—

Three feet.

TELEGRAPH—

Operated by Western Union Telegraph Company, 70.7 miles of wire.

STATE OF IOWA,
COUNTY OF DES MOINES. } ss.

We, the undersigned, T. W. Barhydt, President, and K. M. Boden, Chief Clerk in charge of the accounts, of the Burlington & Western Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have c refully examined the same, and declare the same to be a complete and correct statement of the



business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

(Signed) T. W. BARHYDT,
*President.*

K. M. BODEN,
*Chief Clerk in Charge of the Accounts.*

Subscribed and sworn to before me this 14th day of September, 1889.
[SEAL.]

H. A. KELLEY,
*Notary Public.*

# REPORT

OF THE

# FORT MADISON & NORTHWESTERN RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1889.

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## CAPITAL STOCK.

Not having access to the books of the company, I have no means of knowing anything of the amounts required under heads "Capital Stock," "Debt," "Cost of Equipment" and "Property Accounts."

## ANALYSIS OF EARNINGS.

| | | |
|---|---|---|
| Earnings, passenger: | | |
| From all passengers | | $ 5,311.80 |
| From express and baggage | | 353.12 |
| From mails | | 1,903.00 |
| Total earnings passenger department | | $ 7,567.91 |
| Earnings per train mile run (29,000 miles) | $ .26 | |
| Earnings, freight: | | |
| Total earnings freight department | | 18,317.27 |
| Earnings per train mile run (29,000 miles) | .63 | |
| Earnings per train mile run, from all trains earning revenue (29,000 miles) | .89 | |
| Earnings per mile of road operated (45 miles) | 575.23 | |
| Rents received for use of stations, etc | | 6.00 |
| Earnings from other sources | | 62.80 |
| Total earnings from all sources | | $ 25,953.00 |

## 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 | $ 6,450.58 |
| Renewal of ties (No. laid, 9,954) | 1,950.08 |
| Repairs of bridges, including culverts and cattle-guards | 1,122.47 |
| Repairs of fences, road-crossings and signs | 82.63 |
| Repairs of buildings, stations and water-tanks | 813.46 |
| Total | $ 10,428.12 |



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

| | |
|---|---|
| Repairs of locomotives | $ 1,186.79 |
| Repairs of passenger cars | 241.82 |
| Repairs of freight cars | 1,001.12 |
| Total | $ 2,529.73 |

### CLASS 3.—CONDUCTING TRANSPORTATION.

| | |
|---|---|
| Fuel for locomotives | $ 2,308.11 |
| Water supply | 87.83 |
| Locomotive service | 2,779.39 |
| Freight train service | 1,793.85 |
| Freight train supplies | 192.51 |
| Damage and loss of freight and baggage and damages to property and cattle | 109.44 |
| Personal injuries | 60.13 |
| Agents and station service | 2,524.96 |
| Station supplies | 21.59 |
| Total | $ 9,958.36 |

### CLASS 4.—GENERAL EXPENSES.

| | |
|---|---|
| Salaries of general officers and clerks | $ 2,301.35 |
| Legal expenses | 19.55 |
| Furniture and fixtures | 1.54 |
| Stationery and printing | 58.08 |
| Outside agencies and advertising | 7.05 |
| Contingencies | 123.43 |
| Total | $ 2,511.03 |

### RECAPITULATION OF EXPENSES.

| | |
|---|---|
| Maintenance of way buildings | $ 10,428.12 |
| Maintenance of motive power and cars | 2,529.73 |
| Conducting transportation | 9,958.36 |
| General expenses, including taxes | 2,511.03 |
| Total operating expenses and taxes | $ 25,427.84 |
| Operating expenses per mile of road operated (45 miles) | $ 276.32 |
| Proportion of operating expenses and taxes for Iowa | All. |

## GENERAL EXHIBIT.

| | |
|---|---|
| Total earnings | $ 25,953.00 |
| Total expenses | 25,427.84 |
| Net earnings | 526.15 |

## INCOME ACCOUNT.

| | |
|---|---|
| Income from earnings | $ 25,953.00 |
| Total income from all sources for the year | $ 25,953.00 |
| Proportion of income for Iowa | All. |

## GENERAL RECAPITULATION.

| | | |
|---|---|---|
| Total income | | $ 25,953.00 |
| Total operating expenses and taxes | | 25,427.84 |
| Net income above operating expenses and taxes | | 526.15 |
| Gross income per train mile run (29,000 miles) | $ .90 | |
| Net income per train mile run (29,000 miles) | .02 | |

## DESCRIPTION OF ROAD.

| | |
|---|---|
| Length main line of road from Ft. Madison to Collett, in Iowa, miles | 45.00 |
| Total length of road belonging to this company | 45.00 |
| Total length of road belonging to this company in Iowa, miles | 45.00 |
| Aggregate length of sidings and other tracks not above enumerated, feet | 13,877 |
| Same in Iowa, feet | 13,877 |
| Aggregate length of track, computed as single track, exclusive of sidings, miles | 45.00 |
| Same in Iowa, miles | 45.00 |
| Total length of steel rails in tracks in Iowa, exclusive of sidings, miles | 3.75 |
| Total length of iron rails in tracks in Iowa, exclusive of sidings, miles | 41.25 |
| Weights per yard, steel, 35 pounds. | |
| Weights per yard, iron, 30 pounds. | |
| Gauge of track, 3 feet. | |
| Total miles of road operated by this company | 45.00 |
| Total miles of road operated by this company in Iowa | 45.00 |

## STATIONS.

| | |
|---|---|
| Number of stations on all roads owned by this company | 19 |
| Same in Iowa | 19 |
| Number of stations on all roads operated by this company | 19 |
| Same in Iowa | 19 |

## EMPLOYES.

| | |
|---|---|
| Number of persons regularly employed on all roads operated by this company | 49 |
| Same in Iowa | 49 |
| Amount paid employes, including officials, on all roads operated by this company | $ 20,187.44 |
| Same in Iowa | 20,187.44 |

## BRIDGES IN IOWA.

| | |
|---|---|
| Iron trestle | 82 |

### BOX CULVERTS IN IOWA.

| | |
|---|---|
| Timber | 74 |
| Stone | 7 |

### CATTLE-GUARDS.

| | |
|---|---|
| Number in Iowa | 134 |

### RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

| | |
|---|---|
| Amount of trestle work replaced with earth during the year (lineal feet) | 300 |
| Timber culverts replaced with sewer pipe | 1 |
| Timber culverts replaced with timber | 5 |

## ROAD-BED AND TRACK.

| | |
|---|---|
| Number of track sections in Iowa | 5 |
| Average length of sections, miles | 9 |
| Average number of men in each section gang | 3 |
| Number of new ties laid in track during the year in Iowa | 9,954 |
| Average number of new ties per mile of road | 222 |
| What is the average number of years that iron rails last in your track on main line in Iowa? | |
| Some rails ten years in track; one tenth of them defective. | |
| What is the average number of years that ties last in your track in Iowa | 8 |



## CROSSINGS IN IOWA.

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

St. Louis, Keokuk & Northwestern Railroad, ¾ miles from Houghton, on Keokuk & Northwestern, 21 miles from Ft. Madison. Crosses over.

| | |
|---|---|
| Number of highway crossings at grade | 66 |
| Number of highway crossings over railroad | 1 |
| Number of highway crossings under railroad | 5 |
| Number of highway bridges 18 feet above track | 1 |

## FENCING IN IOWA.

| | |
|---|---|
| How many miles of your road in Iowa are fenced | 7.50 |
| What is the average cost per rod | $ .00 |
| What is the total cost of same | 2,204.00 |
| 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 Lee county | 21.00 |
| In Henry county | 2.00 |
| In Van Buren county | 13.00 |
| In Jefferson county | 1.00 |
| Total miles | 37.50 |

## ROLLING STOCK.

| | LEASED. | OWNED. | TOTAL. |
|---|---|---|---|
| Number of locomotives | 2 | 1 | 3 |
| Number of passenger cars | 1 | | 1 |
| Number of baggage, mail and express cars—caboose | | 1 | 1 |
| Number of box freight cars | 18 | 5 | 23 |
| Number of stock cars | 5 | 3 | 8 |
| Number of platform and coal cars | 15 | 6 | 21 |
| Total number of cars | 41 | 16 | 57 |

| | |
|---|---|
| Maximum weight of locomotives and tenders, tons | 18 |
| Average weight of locomotives and tenders, tons | 18 |
| Kind of brake | Hand brake. |
| The amount of tonnage that can be carried over your road, exclusive of cars, by an engine of given weight. Weight of engine, 18 tons | 80 |

## MILEAGE, TRAFFIC, ETC.

### TRAIN MILEAGE.

| | |
|---|---|
| Miles run by mixed trains | 20,000 |

### PASSENGER TRAFFIC.

| | |
|---|---|
| Number of local passengers carried | 1,453 |
| Number of special ticket passengers carried | 5,874 |
| Total number of passengers carried | 7,327 |
| Total passenger mileage, or passengers carried one mile | 77,240 |
| Average distance traveled by each passenger, miles | 24¼ |
| Average amount received from each passenger, cents | 72¼ |
| 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.

| | |
|---|---|
| Number of tons of through freight carried | 6,048 |
| Number of tons of local freight carried | 9,467 |
| Total tons of freight carried | 15,509 |
| Total mileage of through freight (tons carried one mile) | 179,004 |
| Total mileage of local freight (tons carried one mile) | 279,981 |
| Total freight mileage, or tons carried one mile | 458,985 |
| Average rate per ton per mile received for through freight, cents | 3.548 |
| Average rate per ton per mile received for local freight, cents | 4.424 |
| Average rate per ton per mile received for all freight, cents | 3.986 |

### SPEED OF TRAINS IN IOWA.

| | |
|---|---|
| Rate of speed of mixed trains, including stops, miles per hour | 11 |

### TONNAGE OF ARTICLES TRANSPORTED.

| | TONS. | PER CENT. |
|---|---|---|
| Grain | 4,870 | 3.14 |
| Animals | 1,862 | 1.20 |
| Other agricultural products | 217 | .14 |
| Lumber and forest products | 4,838 | 3.02 |
| Coal | 357 | .23 |
| Salt | 170 | .11 |
| Stone and brick | 900 | .58 |
| Merchandise, and other articles not enumerated above | 2,295 | 1.48 |
| Total tons carried | 15,509 | 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. Does a general express business. The freights are received and delivered at stations. Rates are one and one half times first class, and twenty dollars ($20.00) per month for messenger.

#### 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 45.12 miles.



## REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1889.

### INJURED.

| DATE. | NAME AND OCCUPATION. | PLACE. | CAUSE OF ACCIDENT AND CHARACTER OF INJURY. |
|---|---|---|---|
| 1889, March 7 | D. Gillis, brakeman | Bluff Siding | Carelessness; scalp wound. |
| March 11 | D. Wade, brakeman | Sawyer | Carelessness; foot and ankle crushed by car wheel. |
| April 13 | Frank Moore, brakeman | Birmingham | Coupling; fingers pinched. |
| June 12 | Joe G. Gilchrist, roadmaster | Two miles east St. Paul station | Jumped from moving train; leg broken. |
| | R. Shirk, laborer | Two miles from Ft. Madison | Neglect of fellow laborer; collar bone broken. |

TABULAR STATEMENT OF ACCIDENTS.

| CAUSES OF ACCIDENT. | KILLED. | | | INJURED. | | |
|---|---|---|---|---|---|---|
| | Passengers. | Employes. | Others. | Passengers. | Employes. | Others. |
| Coupling cars | | | | | 3 | |
| Getting on and off trains | | | | | 1 | |
| Miscellaneous | | | | | 1 | |
| Total | | | | | 5 | |

SUMMARY OF ACCIDENTS FOR IOWA.

| | |
|---|---|
| Number of persons injured during the year | 5 |
| Number of casualties purely accidental during the entire year | 3 |
| Number resulting from lack of caution, carelessness, or misconduct | 2 |

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

*Secretary*—Minnie F. Fairbanks, Ft. Madison, Iowa.
*Treasurer*—Minnie F. Fairbanks, Ft. Madison, Iowa.
*General Superintendent*—Chas. A. Gilchrist, Ft. Madison, Iowa.
*Chief Engineer*—Joe. G. Gilchrist, Birmingham, Iowa.
*Attorneys*—Craig, McCrery & Craig, Keokuk, Iowa.
*Auditor*—Minnie F. Fairbanks, 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 & Beal, Chicago, Ill.
*Receiver*—Chas. A. Gilchrist, Ft. Madison, Iowa.

General offices of the company are located at Ft. Madison, Iowa.

STATE OF IOWA, } ss.
COUNTY OF LEE. }

Chas. A. Gilchrist, Receiver and Superintendent Ft. 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 30th day of June, A. D. 1889, to the best of his knowledge and belief.

(Signed) CHAS. A. GILCHRIST.

Subscribed and sworn to before me, this 1st day of November, A. D. 1889.

GEORGE B. STEWART,
*Notary Public in and for Lee county, Iowa.*

# ANNUAL REPORT

OF THE

# CHICAGO, BURLINGTON & QUINCY RAILROAD CO.,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

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This report was filed November 25, after the tables were made, and does not figure in the statistics of the commissioners' report.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.
CHICAGO, November 23, 1889.

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

DEAR SIR—I send you herewith the report of the Chicago, Burlington & Quincy Railroad Company for the year ending June 30, 1889.

There have been several delays in preparing this report, most of which you know the causes of. Another year we hope to avoid delays and by so doing considerable extra work will be saved to both your board and to this company.

Very truly yours,
C. I. STURGIS, *Assistant General Auditor.*

HISTORY.

Name of common carrier making this report:
Chicago, Burlington & Quincy Railroad Company.

Date of organization:
Charter act passed February 14, 1855.

Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:
Illinois.

If a consolidated company, name the constituent companies? Give reference to charters of each, and all amendments of same:

Aurora Branch Railroad Company; charter February 12, 1849; amended June 22, 1852, (name changed to Chicago & Aurora Railroad Company); amended February 14, 1855, (changing name to Chicago, Burlington & Quincy Railroad Company). Central Military Tract Railroad Company; charter February 15, 1851; amended June 19, 1852, and February 11, 1853; consolidated with C., B. & Q. R. R. Co. July 9, 1856. Peoria & Oquawka Railroad Company; charter February 12, 1849; amended February 10, 1851, June 22, 1852, February 8, 1853, February 24, 1864, (changing name to Logansport, Peoria & Burlington Railroad Company); master's sale October 20, 1862; March 8, 1854, name changed to Peoria & Burlington Railroad Company; consolidated with C., B. & Q. R. R. Co. June 24, 1864. Northern Cross Railroad; charter April 13, 1849; amended February 1, 1851, June 11, 1852, June 21, 1852, February 10, 1853, February 10, 1857, (changing name to Quincy & Chicago Railroad Company); master's sale April 28, 1864, and conveyed to C., B. & Q. R. R. Co. July 30, 1865. Burlington & Missouri River Railroad Company incorporated January 15, 1850, and the Burlington & Missouri Railroad Company incorporated July 24, 1871; consolidated with the C., B. & Q. R. R. Co. July 31, 1875. Burlington & Missouri River Railroad in Nebraska incorporated May 12, 1869; consolidated with C., B. & Q. R. R. Co. January 1, 1880. Republican Valley Railroad Company incorporated March 28, 1878; amended May 24, 1879, and consolidated with the C., B. & Q. R. R. Co. March 1, 1882.

## ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| John M. Forbes | Boston, Mass. | May 21, 1890. |
| Richard Olney | Boston, Mass. | May 21, 1890. |
| Charles J. Paine | Boston, Mass. | May 21, 1890. |
| John L. Gardner | Boston, Mass. | May 21, 1890. |
| Francis W. Hunnewell | Boston, Mass. | May 21, 1890. |
| William Endicott, Jr. | Boston, Mass. | May 21, 1890. |
| T. Jefferson Coolidge | Manchester, Mass. | May 21, 1890. |
| John N. A. Griswold | New York City, N. Y. | May 21, 1890. |
| Peter Geddes | New York City, N. Y. | May 21, 1890. |
| Wirt Dexter | Chicago, Ill. | May 21, 1890. |
| Charles E. Perkins | Burlington, Iowa. | May 21, 1890. |

Total number of stockholders at date of last election:
Eleven thousand five hundred.

Date of last meeting of stockholders for election of directors:
May 15, 1889.

Give post-office address of general office:
Corner Adams and Franklin streets, Chicago.

Give post-office address of operating office:
Corner Adams and Franklin streets, Chicago.



## OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| Chairman of the Board | John M. Forbes | Boston, Mass. |
| President | Charles E. Perkins | Burlington, Iowa. |
| First Vice-president | James C. Peasley | Chicago, Ill. |
| Second Vice-president | Henry B. Stone | Chicago, Ill. |
| Secretary | T. S. Howland | Boston, Mass. |
| Treasurer | James C. Peasley | Chicago, Ill. |
| Assistant Treasurer | E. E. Pratt | Boston, Mass. |
| Cashier | F. C. Smith | Chicago, Ill. |
| Chief Engineer | Geo. C. Smith | Chicago, Ill. |
| General Solicitor, Att'y or Counsel | Wirt Dexter | Chicago, Ill. |
| Solicitor for Iowa | J. W. Blythe | Burlington, Iowa. |
| Comptroller | W. J. Ladd | Boston, Mass. |
| General Auditor | John L. Lathrop | Chicago, Ill. |
| General Manager | E. P. Ripley | Chicago, Ill. |
| General Freight Agent | Paul Morton | Chicago, Ill. |
| General Passenger Agent | P. S. Eustis | Chicago, Ill. |
| General Ticket Agent | | |
| General Superintendent | J. D. Besler | Chicago, Ill. |
| Division Superintendent for Iowa | O. E. Stewart | Burlington, Iowa. |
| Division Superintendent for Iowa | J. R. Maxon | Ottumwa, Iowa. |
| Division Superintendent for Iowa | J. H. Duggan | Creston, Iowa. |
| Superintendent for Iowa | W. C. Brown | Burlington, Iowa. |
| Division Superintendent for Iowa | (See above) | |
| Superintendent of Telegraph | W. W. Nichols | Chicago, Ill. |
| General Baggage Agent | E. A. Ladd | Chicago, Ill. |
| Land Commissioner | W. W. Baldwin | Burlington, Iowa. |

## PROPERTY OPERATED.

| NAME. | TERMINALS. FROM— | TERMINALS. TO— | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| Chicago, Burlington & Quincy Railroad Company | Union and Central depots, Chicago | Pacific Junction, Iowa | 486.408 | |
| | Galesburg, Illinois | Quincy, Illinois | 99.591 | |
| | Peoria, Illinois | Galesburg, Illinois | 52.574 | |
| Burlington & Missouri River Railroad in Nebraska | Pacific Junction, Iowa | Kearney, Nebraska | 195.47 | 834.272 |
| Chicago, Burlington & Quincy Railroad Company | Aurora, Illinois | Turner, Illinois | 12.108 | |
| | Yates City, Illinois | Lewiston, Illinois | 30.060 | |
| Peoria & Hannibal Railroad Company | Lewiston, Illinois | Rushville, Illinois | 32.515 | |
| Burlington & Missouri R. R. Co. (Chariton branch) | Chariton, Iowa | Leon, Iowa | 30.724 | |
| Creston Branch Burlington & Missouri River R. R. Co. | Creston, Iowa | Hopkins, Missouri | 44.609 | |
| Burlington & Missouri River Railroad Company | Red Oak, Iowa | Hamburg, Iowa | 39.173 | |
| Republican Valley Railroad Company | York, Nebraska | Central City, Nebraska | 41.310 | |
| | Nemaha, Nebraska | Tecumseh, Nebraska | 32.026 | |
| | Nemaha, Nebraska | Salem, Nebraska | 16.6 | |
| | Tecumseh, Nebraska | Beatrice, Nebraska | 32.946 | |
| | Beatrice, Nebraska | Wymore, Nebraska | 11.870 | |
| | Hastings, Nebraska | Colorado State Line, Nebraska | 249.31 | |
| | Aurora, Nebraska | Grand Island, Nebraska | 18.51 | |
| | Aurora, Nebraska | Hastings, Nebraska | 57.75 | |
| | Table Rock, Nebraska | Amboy, Nebraska | 142.94 | 760.142 |
| Ottawa, Oswego & Fox River Valley Railroad | Geneva, Illinois | Streator, Illinois | 68.144 | |
| Illinois, Valley & Northern Railroad | Streator, Illinois | Walnut, Illinois | 38.574 | |
| Chicago & Rock River Railroad | Shabbona, Illinois | Sterling, Illinois | 48.150 | |
| Joliet, Rockford & Northern Railroad | Sheridan, Illinois | Paw Paw, Illinois | 19.581 | |
| Illinois Grand Trunk Railway | Mendota, Illinois | Fulton, Ill., and Clinton, Iowa | 65.376 | |
| Dixon, Peoria & Hannibal Railroad | Buda, Illinois | Elmwood, Illinois | 44.508 | |
| Galesburg & Rio Railroad | Galesburg, Illinois | Rio, Illinois | 12.454 | |
| American Central Railway | Galva, Illinois | New Boston, Illinois | 50.587 | |
| Carthage & Burlington Railroad | Carthage Junction, Illinois | Carthage, Illinois | 5.1 | |
| Quincy & Warsaw Railroad | Carthage, Illinois | Quincy, Illinois | 40.254 | |
| St. Louis, Rock Island & Chicago Railroad | Sterling, Illinois | Rock Island, Illinois | 51.933 | |
| | Barstow, Illinois | East St. Louis, Illinois | 214.622 | |
| | Cleveland Branch, Illinois | | 2.350 | |
| | Gladstone, Illinois | Keithsburg, Illinois | 17.250 | |
| Quincy, Alton & St. Louis Railway | Quincy, Illinois | Louisiana and Hannibal, Mo | 40.776 | |
| Moulton & Albia Railway | Albia, Iowa | Moravia, Iowa | 11.5 | |
| Albia, Knoxville & Des Moines Railroad | Albia, Iowa | Knoxville, Iowa | 32.97 | |
| Des Moines & Knoxville Railroad | Knoxville, Iowa | Des Moines, Iowa | 34.071 | |



| | | | | |
|---|---|---|---|---|
| Leon, Mt. Ayr & Southwestern Railroad | Leon, Iowa | Grant City, Missouri | 57.72 | |
| | Bethany Junction, Iowa | Albany, Missouri | 40.72 | |
| St. Joseph & Des Moines Railroad | St. Joseph, Missouri | Albany, Missouri | 48.09 | |
| Chariton, Des Moines & Southern Railroad | Chariton, Iowa | Indianola, Iowa | 53.546 | |
| Creston & Northern Railroad | Creston, Iowa | Fontanelle, Iowa | 27.424 | |
| Western Iowa Railroad | Fontanelle, Iowa | Cumberland, Iowa | 20.627 | |
| Brownville & Nodaway Valley Railway | Villisca, Iowa | Burlington Junction, Missouri | 35.004 | |
| Clarinda, College Springs & Southwestern Railroad | Clarinda, Iowa | Northboro, Iowa | 17.818 | |
| Red Oak & Atlantic Railroad | Red Oak, Iowa | Griswold, Iowa | 18.041 | |
| Nebraska City, Sidney & Northeastern Railway | Hastings, Iowa | Sidney, Iowa | 21.116 | |
| Hastings & Avoca Railroad | Hastings, Iowa | Carson, Iowa | 15.597 | |
| Omaha & Southwestern Railroad | Omaha, Nebraska | Oreapolis, Nebraska | 16.840 | |
| | Crete, Nebraska | Beatrice, Nebraska | 20.09 | |
| Nebraska Railway | Nemcha, Nebraska | York, Nebraska | 136.4 | |
| Lincoln & Northwestern Railroad | Lincoln, Nebraska | Columbus, Nebraska | 73.08 | |
| Atchison & Nebraska Railroad | Atchison, Kansas | Lincoln, Nebraska | 144.72 | |
| Nebraska & Colorado Railroad | Chester, Nebraska | Strong, Nebraska | 29.76 | |
| | Fairmont, Nebraska | Strong, Nebraska | 15.43 | |
| | Kenesaw, Nebraska | Oxford, Nebraska | 60.67 | |
| | De Witt, Nebraska | Blue Hill, Nebraska | 86.74 | |
| | Blue Hill, Nebraska | Holdrege, Nebraska | 49.98 | |
| | Holdrege, Nebraska | Colorado State Line, Nebraska | 161.60 | |
| | Edgar, Nebraska | Superior, Nebraska | 20.53 | |
| Chicago, Nebraska & Kansas Railroad | Odell Junction, Nebraska | Concordia, Kansas | 70.28 | |
| Republican Valley, Kansas & Southwestern Railroad | Republican, Nebraska | Oberlin, Kansas | 78.23 | |
| Burlington & Colorado Railroad | Nebraska State Line, Colorado | Denver, Colorado | 174.89 | |
| Colorado & Wyoming Railroad | Nebraska State Line, Colorado | Wyoming Territory Line, Col. | 144.58 | |
| Cheyenne & Burlington Railroad | Cheyenne, Wyoming Territory | Colorado State Line, Wyoming T. | 29.01 | |
| Oxford & Kansas Railroad | Orleans, Nebraska | Kansas State Line, Nebraska | 59.61 | |
| Beaver Valley Railroad | Nebraska State Line, Kansas | St. Francis, Kansas | 74.57 | |
| Lincoln & Black Hills Railroad | Central City, Nebraska | Arcadia, Budwell & Ericson, Neb. | 157.88 | |
| Grand Island & Wyoming Central Railroad | Grand Island, Nebraska | Alliance, Nebraska | 209.60 | |
| Omaha & North Platte Railroad | Omaha, Nebraska | Schuyler, Nebraska | 80.78 | |
| Rialto Bridge Line | | | 3.42 | |
| Nebraska City Bridge Line | | | 2.09 | |
| St. Joseph & Nebraska Railroad | Napier, Missouri | Boswell, Missouri | 5.86 | 3,176.721 |
| Dixon & Quincy Railroad | Keithsburg Junction, Illinois | Keithsburg, Illinois | 6.234 | |
| Keokuk & St. Paul Railroad | Burlington, Iowa | Keokuk, Iowa | 42.277 | 48.511 |
| Total mileage operated | | | | 4,819.646 |
| Total mileage operated in Iowa | | | | 739.924 |

## CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. | | DIVIDENDS DECLARED DURING YEAR. | |
|---|---|---|---|---|---|---|---|
| | | | | Saturday, June 29, 1889. | Average for the year. | Rate. | Amount. |
| CAPITAL STOCK— | | | | | | | |
| Common | $ 100.00 | $ 76,394,505.00 | $ 76,394,505.00 | $ 101¼ | | * | $ 30,556.84 |
| Total | | $ 76,394,505.00 | $ 76,394,505.00 | | | | $ 30,556.84 |

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | GIVE PARTICULARS AND EXPLANATIONS. |
|---|---|---|---|
| Total | 763,945.20 | | Records destroyed at time of Chicago fire, October 9, 1881 |

* Four @ one per cent each.



## FUNDED DEBT.

### COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | INTEREST. | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Date of issue. | When due. | | | | | Rate. | When payable. | Amount accrued during year. | Amount paid during year. |
| Second mortgage | 1860 | 1890 | | | $ 236,000.00 | | 7 | Jan. and July | $ 12,140.00 | |
| Trust mortgage | 1864 | 1890 | | | 653,000.00 | | 7 | April and Oct. | 45,710.00 | |
| Plain | 1872 | 1896 | | | 547,500.00 | | 7 | Jan. and July | 38,325.00 | |
| Consolidated | 1873 | 1903 | | | 13,980,000.00 | | 7 | Jan. and July | 979,059.00 | |
| | 1876 | 1901 | | | 2,325,000.00 | | 5 | Aug. and Oct. | 115,800.00 | |
| Iowa Division | 1875 | 1905 | | | 348,000.00 | | 5 | June and Dec. | 17,450.00 | |
| | 1879 | 1919 | | | 2,898,000.00 | | 5 | April and Oct. | 145,250.00 | |
| | 1879 | 1919 | | | 8,988,000.00 | | 4 | April and Oct. | 355,460.00 | |
| | 1881 | 1921 | | | 4,300,000.00 | | 4 | Mch. and Sept. | 172,000.00 | |
| Plain | 1882 | 1922 | | | 7,968,000.00 | | 4 | Feb. and Aug. | 318,720.00 | |
| Nebraska Extension | 1883 | 1913 | | | 9,000,000.00 | | 5 | May and Nov. | 450,000.00 | |
| B. & M. Iowa Land Grant | 1887 | 1927 | | | 24,975,000.00 | | 4 | May and Nov. | 855,701.01 | |
| R. & M. Iowa Consolidated | 1863 | 1893 | | | 4,170,550.00 | | 7 | April and Oct. | 291,938.50 | |
| B. & M. Nebraska Consolidated Mortgage | 1809 | 1894 | | | 66,000.00 | | 8 | Jan. and July | 5,280.00 | |
| B. & M. Nebraska | 1878 | 1918 | | | 12,858,000.00 | | 6 | Jan. and July | 771,480.00 | |
| Republican Valley | 1880 | 1910 | | | 3,347,000.00 | | 4 | Jan. and July | 133,880.00 | |
| | 1879 | 1919 | | | 1,078,000.00 | | 6 | Jan. and July | 64,680.00 | |
| Total | | | | | $ 97,705,050.00 | Records burned. | | | $4,780,774.51 | $4,780,774.51 |
| Amount of funded debt representing road in Iowa, estimated | | | | | 19,685,150.00 | | | | 908,900.50 | 908,900.50 |

All that accrued.

RECAPITULATIO OF FUNDED DEBT.

| ACCOUNT | Amount issued. | Amount out-standing. | INTEREST. Amount accrued during year. | INTEREST. Amount paid during year. |
|---|---|---|---|---|
| Bonds | $ 97,705,050.00 | | $ 4,780,774.51 | $ 4,780,774.51 |
| Total | $ 97,705,050.00 | | $ 4,780,774.51 | $ 4,780,774.51 |



## CURRENT ASSETS AND LIABILITIES.

### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---|
| Cash | $ 1,340,567.00 |
| Bills receivable | 1,344,327.81 |
| Due from agents | See below. |
| Net traffic balances due from other companies | See below. |
| Due from solvent companies and individuals | 1,084,541.32 |
| Other cash assets (not including material) | 804,538.76 |
| Total | $ 4,573,974.89 |

Materials and supplies on hand, $2,497,281.94.

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | |
|---|---|
| Loans and bills payable | 500,000.00 |
| Audited vouchers and accounts | 869,312.16 |
| Wages and salaries | 118,909.77 |
| Net traffic balances due to other companies and agents | 422,532.45 |
| Dividends not called for | 68.00 |
| Matured interest coupons unpaid | 1,220,784.25 |
| Balance—cash assets | 1,442,368.26 |
| Total | $ 4,573,974.89 |

## RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. To Railroads. | APPORTIONMENT. To other Properties. | AMOUNT PER MILE OF ROAD. Miles. | AMOUNT PER MILE OF ROAD. Amount. | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| Capital stock | $ 76,394,505.00 | All. | | | | |
| Bonds | 97,705,050.00 | All. | | | | |
| Total | $ 174,099,555.00 | | | $ 4,319,646 | $ 36,122.80 | |



## PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. Included in current operating expenses. | Not included in operating expenses. | Total expenditures. | Credits, property and material sold. | Differences or net additions to property, etc. |
|---|---|---|---|---|---|
| CONSTRUCTION— | | | | | |
| Right of way | | $ 349,616.19 | | | |
| Other real estate | | 76,813.48 | | | |
| Fences | | 32,060.07 | | | |
| Grading and bridge and culvert masonry | | 11,176.00 | | | |
| Bridges and trestles | | 188,272.70 | | | |
| Construction, track and other superstructure | | 21,848.88 | | | |
| Buildings, furniture and fixtures | | 135,308.82 | | | |
| Shop machinery and tools | | 39,028.40 | | | |
| Engineering expenses | | 2,501.22 | | | |
| Telegraph line | | 1,192.22 | | | |
| Sidings and yard extensions | | 221,469.05 | | | |
| Purchase of constructed road | | 1,499,869.30 | | | |
| Other items | | 8,776.13 | | | |
| Total construction | | $2,494,705.07 | $2,494,705.07 | | |
| EQUIPMENT— | | | | | |
| Locomotives | | 498,013.12 | | | |
| Passenger cars | | 88,050.16 | | | |
| Baggage, express and postal cars | | 58,738.85 | | | |
| Combination cars | | 13,808.87 | | | |
| Freight cars | | 569,244.22 | | | |
| Total equipment | | $1,228,794.22 | $1,228,794.22 | | |
| Grand total construction and equipment | | $3,723,499.29 | $3,723,499.29 | | |

Expended for construction in Iowa..... $ 125,451.82

The equipment cannot be divided so as to show proportion for Iowa.

The reduction in cost of construction is due to the fact that June 30, 1888, there were certain amounts carried in "construction," which during the year were transferred to "cost of branch roads."

## COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888. * | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| CONSTRUCTION— | | | | |
| Right of way | | | | |
| Other real estate | | | | |
| Fences | | | | |
| Grading and bridge and culvert masonry | | | | |
| Bridges and trestles | | | | |
| Rails | | | | |
| Ties | | | | |
| Other superstructure | | | | |
| Buildings, furniture and fixtures | *$91,066,589.87 | | $ 90,983,266.20 | |
| Shop machinery and tools | | | | |
| Engineering expenses | | | | |
| Interest during construction | | | | |
| Discount on securities sold for construction | | | | |
| Telegraph line | | | | |
| Wharfing, etc. | | | | |
| Sidings and yard extensions | | | | |
| Terminal facilities and elevators | | | | |
| Road built by contract | | | | |
| Cost of branch roads | 43,132,028.99 | | 46,724,821.06 | |
| Total construction | $134,198,618.86 | | $137,708,087.26 | $ 28,572.34 |
| EQUIPMENT— | | | | |
| Locomotives | | | | |
| Passenger cars | | | | |
| Sleeping, parlor and dining cars | | | | |
| Baggage, express and postal cars | *$22,237,698.74 | | $ 23,306,917.34 | $ 4,835.82 |
| Combination cars | | | | |
| Freight cars | | | | |
| Other cars of all classes | | | | |
| Floating cars | | | | |
| Grand total cost construction and equipment | $156,436,317.60 | | $161,015,004.60 | $ 33,408.06 |

Grand total cost construction of road in Iowa, estimated (and including 59.718 miles in Missouri) ..... $ 27,661,504.43

Cost of equipment for Iowa is not known.

*Records of tqe details destroyed at time of Chicago fire, October 9, 1871.



## INCOME ACCOUNT.

(FOR ROAD MAKING OPERATING REPORTS.)

| | | |
|---|---|---|
| Gross earnings from operation | $ 25,792,309.94 | |
| Less operating expenses | 1,278,431.60 | |
| Income from operation | | $ 8,513,878.34 |
| Interest, exchange and other income | $ 243,719.47 | |
| Miscellaneous income, less expenses | 408,555.56 | |
| Income from other sources | | $ 652,275.03 |
| Total income | $ 9,166,153.37 | |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued | $ 4,780,774.51 | |
| Interest on interest-bearing current liabilities accrued (not otherwise provided for) | 471,860.00 | |
| Rentals, including tracks, yards and terminals | 146,510.75 | |
| Taxes | 1,153,784.75 | |
| Total deductions from income | | $ 6,552,930.01 |
| Net income | | $ 2,613,223.36 |
| Dividends, 4 per cent, common stock | $ 3,055,684.00 | |
| Other payments from net income | 753,802.99 | |
| Total | | $ 3,809,486.99 |
| Deficit from operations of year ending June 30, 1889 | | 1,196,263.63 |
| Surplus on June 30, 1888 | | 10,475,404.60 |
| Surplus on June 30, 1889 | | $ 9,279,141.97 |

## EARNINGS FROM OPERATION.

| | | |
|---|---|---|
| PASSENGER— | | |
| Total passenger revenue | | $ 6,290,948.21 |
| Mail | $ 1,007,941.83 | |
| Express | 631,376.38 | |
| Extra baggage and storage | 54,493.58 | |
| Oth r items | 36,583.60— | 1,730,395.29 |
| Total passenger earnings | | $ 7,991,343.50 |
| FREIGHT— | | |
| Total freight revenue | | $ 17,222,738.70 |
| Stock yards | | 14,301.63 |
| Total freight earnings | | $ 17,237,040.33 |
| Total passenger and freight earnings | | $ 25,228,383.83 |
| OTHER EARNINGS FROM OPERATION— | | |
| Car mileage—balance | $ 16,350.83 | |
| Switching charge—balance | 114,768.70 | |
| Telegraph companies | 22,053.79 | |
| Rentals not otherwise provided for | 258,002.86 | |
| Other sources | 152,709.83— | 563,926.01 |
| Total other earnings | | $ 563,926.01 |
| Total gross earnings from operation | | $ 25,792,309.84 |
| Total gross earnings from operation in Iowa (estimated) | | $ 6,328,466.38 |
| Operating expenses per mile of road (estimated) | | $ 3,585.60 |
| Operating expenses per train mile (estimated) | | .92.45 |
| Proportion of operating expenses and taxes for Iowa. Taxes for Iowa were 3.9 per cent of estimated operating expenses for Iowa. | | |
| Percentage of expenses to earnings (estimated) | | .57 |
| Net earnings per train mile (estimated) | | .45.555 |
| Percentage of net earnings to stock and debt | | .14.8 |
| Percentage of net earnings to cost of road and equipment | | .16 |
| Surplus at the commencement of the year, July 1, 1888 | | 10,475,404.60 |
| Surplus at the close of the year, July 1, 1889 | | 9,279,141.57 |
| The amount of its own stock owned by the company | | None. |



## BONDS OWNED.

| NAME. | Total amount held. | Rate. | Income or interest received. |
|---|---|---|---|
| The C., B. & Q. owns securities of the corporations named below: | | | |
| Kansas City, St. Joseph & Council Bluffs Railroad | $ 2,047,486.03 | | |
| Chicago & Iowa Railroad | 264,225.00 | | |
| Chicago, Rockford & Northern Railroad | | | |
| St. Louis, Keokuk & Northwestern Railroad | 627,000.00 | | |
| Keokuk & Northwestern Railroad | 28,040.00 | | |
| Hannibal & St. Joseph Railroad | 4,081,000.80 | | |
| Burlington & Northwestern Railway | 125,641.04 | | |
| Burlington & Western Railway | 264,119.04 | | |
| Chicago Burlington & Northern Railroad | 784,131.87 | | |
| Denver, Utah & Pacific Railroad | 540,907.87 | | |
| Inter-State Industrial Exposition Stock | 1,010.00 | | |
| Peoria Union Elevator Company | 100,000.00 | | |
| Total | $ 8,863,575.29 | | $ 1,686.31 |

## STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|---|---|---|---|
| (See "Bonds Owned.") | | | |

RENTALS RECEIVED

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

| SITUATION OF PROPERTY LEASED. | NAME OF COMPANY USING PROPERTY LEASED. | ITEM. | TOTAL. |
|---|---|---|---|
| | (No division kept.) | | |
| Grand total rentals received | | | $ 256,062.80 |



MISCELLANEOUS INCOME.

| ITEM. | Gross income. | Less expenses. | Net miscellaneous income. |
|---|---|---|---|
| (See "Bonds Owned and Rentals Received.") | | | |

OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway, renewals of rails and ties, and cattle-guards, road-crossings and signs. | $ 910,525.95 | $ 1,466,516.09 | $ 2,377,042.04 |
| Repairs of bridges and culverts | 239,050.22 | 385,034.82 | 624,084.05 |
| Repairs of fences | 31,713.81 | 51,079.07 | 82,792.88 |
| Repairs of buildings | 93,195.51 | 150,103.03 | 243,298.54 |
| Repairs of docks and wharves | | 3,578.00 | 3,578.00 |
| Repairs of telegraph | 31,255.08 | 50,341.18 | 81,596.86 |
| Total | $ 1,305,750.18 | $ 2,106,852.19 | $ 3,412,602.37 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | $ 514,151.88 | $ 828,106.01 | $ 1,342,257.89 |
| Repairs and renewals of passenger cars | 645,607.36 | 1,039,831.52 | 1,685,438.88 |
| Repairs and renewals of freight cars | | | |
| Shop machinery and tools (see repairs locomotives and cars) | | | |
| Total | $ 1,159,759.24 | $ 1,867,937.53 | $ 3,027,696.77 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of enginemen and firemen | $ 582,392.30 | $ 937,951.47 | $ 1,520,303.86 |
| Fuel for locomotives | 736,102.81 | 1,185,585.77 | 1,921,688.58 |
| Water-supply for locomotives | 86,374.12 | 139,116.35 | 225,490.47 |
| All other supplies for locomotives | 230,948.54 | 371,971.54 | 602,920.08 |
| Wages of other trainmen | 463,803.10 | 747,013.09 | 1,210,816.25 |
| All other train supplies | 197,632.98 | 317,346.30 | 514,979.28 |
| Wages of switchmen, flagmen and watchmen | 268,598.87 | 432,612.11 | 701,210.98 |
| Expense of telegraph, including train dispatchers and operators | 114,293.16 | 184,083.46 | 298,376.62 |
| Wages of station agents, clerks and station laborers | 414,551.19 | 667,686.61 | 1,082,237.80 |
| Station supplies | 179,550.17 | 289,340.10 | 468,890.27 |
| Loss and damage | 118,889.37 | 191,486.22 | 310,375.59 |
| Injuries to persons | 68,519.27 | 110,358.87 | 178,878.14 |
| Total | $ 3,461,116.03 | $ 5,574,560.89 | $ 9,035,676.92 |
| GENERAL EXPENSES— | | | |
| Salaries of officers, general | $ 160,431.11 | $ 258,394.39 | $ 418,825.50 |
| Salaries of clerks, general officers, etc. | 294,090.75 | 474,491.37 | 768,582.10 |
| General office expenses and supplies | 1,528.67 | 2,478.23 | 4,010.90 |
| Agencies, including salaries and rent | 63,551.13 | 102,357.05 | 165,908.18 |
| Advertising and printing | 72,016.22 | 115,991.13 | 188,007.35 |
| Insurance | 35,178.30 | 56,659.06 | 91,837.36 |
| Expense of traffic associations | 10,525.04 | 16,948.67 | 27,471.71 |
| Legal expenses | 47,829.57 | 77,035.50 | 124,865.07 |
| Printing (see above) | | | |
| Other general expenses | 4,761.84 | 7,669.53 | 12,431.37 |
| Total | $ 690,430.61 | $ 1,112,024.93 | $ 1,802,455.54 |

OPERATING EXPENSES—CONTINUED.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | $ 1,305,750.18 | $ 2,106,852.19 | $ 3,412,602.37 |
| Maintenance of equipment | 1,159,759.24 | 1,867,937.53 | 3,027,696.77 |
| Conducting transportation | 3,461,116.03 | 5,574,560.89 | 9,035,676.92 |
| General expenses | 690,430.61 | 1,112,024.93 | 1,802,455.54 |
| Grand total | $ 6,617,056.06 | $ 10,661,375.54 | $ 17,278,431.60 |
| Operating expenses for Iowa (estimated) | 1,687,349.30 | 2,718,650.76 | 4,406,000.06 |
| Percentage of operating expenses to earnings, whole line | | | .67 |

FENCING IN IOWA.

| | |
|---|---|
| How many miles of fencing have you on your road in Iowa | 1,312.608 |
| What is the average cost per mile | From $198.40 to $352.00. |
| What is the total cost of same | No record. |
| How many miles of new fencing have you built during the year | 129.318 |
| Give the number of miles needed to complete your fencing in Iowa | 84.394 |



RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

| NAME OF ROAD. | INTEREST ON BONDS GUARANTEED. | DIVIDENDS ON STOCK GUARANTEED. | CASH. | TOTAL. |
|---|---|---|---|---|
| Chicago & Iowa Railroad | | | | 705.50 |
| Chicago, Rock Island & Pacific Railroad | | | | 2,273.36 |
| Chicago, Milwaukee & St. Paul Railroad | | | | 500.00 |
| Hannibal & St. Joseph Railroad | | | | 400.00 |
| Indianapolis & St. Louis Railroad | | | | 38,550.71 |
| Kansas City, St. Joseph & Council Bluffs Railroad | | | | 34,753.03 |
| Quincy, Alton & St. Louis Railroad | | | | 42,000.00 |
| Chicago & Alton Railroad | | | | 5,374.72 |
| Pennsylvania Company | | | | 5,374.64 |
| Chicago & Northwestern Railway | | | | 20,000.00 |
| Union Pacific Railroad | | | | 16.50 |
| Rent of ground, Peoria, Illinois | | | | 850.00 |
| Rent of ground, Mendota, Illinois | | | | 10.00 |
| Damage to property on account of tracks on Twenty-second Street, Chicago | | | | 1,117.80 |
| Total | | | | $ 152,106.26 |

RENTS PAID FOR LEASE OF OTHER PROPERTY.

| DESIGNATION OF PROPERTY. | SITUATION OF PROPERTY LEASED. | NAME OF COMPANY OWNING PROPERTY LEASED. | ITEM. | TOTAL. |
|---|---|---|---|---|

(Amounts paid for use of Union depots and terminals are charged to the different operating accounts to which they belong.)

## GENERAL BALANCE SHEET.

### DEBIT.

| | | |
|---|---|---|
| Cost of road | $ 90,983,366.20 | |
| Cost of equipment | 23,306,917.34 | |
| Other permanent investments | 10,688,566.05 | |
| Cost of branch roads | 46,724,821.06 | |
| Securities of other companies and lands owned | 10,347,014.60 | |
| Cash and current assets—balance | 1,442,308.26 | |
| OTHER ASSETS— | | |
| Materials and supplies | $ 2,497,281.94 | |
| Sinking fund | 11,979,993.45 | |
| Total | | $197,970,228.90 |

### CREDIT.

| | | |
|---|---|---|
| Capital stock | $ 76,265,505.00 | |
| Funded debt | 97,705,050.00 | |
| Revenue fund | 9,000,000.00 | |
| Current account balances | 483,810.50 | |
| Income account | 9,279,141.57 | |
| Profit and loss | 5,107,721.83 | |
| Total | | $197,970,228.90 |

## CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

### RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| NET INCOME: | | |
| From operation | $ 8,513,878.34 | |
| From other sources | 652,275.03 | |
| Total | | $ 9,166,153.37 |
| INCREASE IN LIABILITIES: | | |
| Sale of stocks | $ 1,000.00 | |
| Sale of bonds | 5,130,000.00 | |
| Total | | $ 5,131,000.00 |
| DECREASE IN ASSETS— | | |
| Cash on hand | $ 493,215.91 | |
| Cash and other assets | 905,020.04 | |
| Total | | $ 1,398,235.95 |
| MISCELLANEOUS: | | |
| Profit and loss | | $ 365,420.14 |
| Grand total | | $ 16,060,809.46 |



### RESOURCES ACCOUNTED FOR.

| | | |
|---|---|---|
| FIXED CHARGES: | | |
| Interest on funded debt paid | $ 4,780,774.51 | |
| Other interest paid | 471,860.00 | |
| Rentals | 146,510.75 | |
| Taxes | 1,153,784.75 | |
| Total | | $ 6,552,930.01 |
| DIVIDENDS | $ 3,055,684.00 | |
| BETTERMENTS TO PROPERTY: | | |
| Construction of new road | $ 2,404,705.07 | |
| Other permanent improvements | | |
| Additional equipment | 1,228,794.22 | |
| Total | | $ 6,779,183.29 |
| DECREASE IN LIABILITIES— | | |
| Reduction of funded debt | $ 425,500.00 | |
| Decrease in current liabilities | 1,119,207.15 | |
| Total | | $ 1,544,707.15 |
| MISCELLANEOUS: | | |
| Discount on bonds sold | $ 430,186.62 | |
| Transferred to sinking fund | 753,802.39 | |
| Total | | $ 1,183,989.01 |
| Grand total | | $ 16,060,809.46 |

## IMPORTANT CHANGES DURING THE YEAR.

All extensions of road put in operation:

Blakeman to St. Francis, Kansas, 38.74 miles; Nebraska City Bridge Line, from Nebraska City, Neb., over Missouri river and to connection with Kansas City, St. Jo & Council Bluffs Railroad, 2.9 miles.

All leases taken or surrendered:

Leased from Kansas City, St. Jo & Council Bluffs Railroad, 6.726 miles of road, from end of Nebraska City Bridge Line to Nebraska City Junction.

All new mortgages or stock issued:

Ten shares in exchange for convertible bond.

All important physical changes:

Bridge across Missouri river at Nebraska City.

## ALL IMPORTANT FINANCIAL CHANGES.

None except those shown in "Financial Operations for the Year."

## CONTRACTS, AGREEMENTS, ETC.

### EXPRESS COMPANIES.

East of Missouri river with the American Express Company. West of Missouri river with the Wells, Fargo & Company's Express.

### MAILS.

With the United States for fast mail service.

### SLEEPING, PARLOR OR DINING CAR COMPANIES.

With Pullman Palace Car Company for sleeping cars. None for parlor or dining cars.

### OTHER RAILROAD COMPANIES.

Chicago & Northwestern Railway for use of Clinton bridge.
Chicago & Iowa Railroad track between South Aurora and Geneva switch.
Wabash, St. Louis & Pacific Railroad track between Camp Point and Quincy.
Toledo, Peoria & Western track between Iowa Junction, Ill., and Burlington.
Pennsylvania Company's track into Union Depot, Chicago, and use of said depot.
Chicago & Alton Railroad track into Union Depot, Chicago.
Indianapolis & St. Louis Railroad track, Waun to East St. Louis.
Chicago, Rock Island & Pacific Railroad track between Indianola and Avon Junction.
Kansas City, St. Jo & Council Bluffs Railroad track, Hamburg to East Nebraska City, also Pacific Junction to Council Bluffs.
The Chicago, Burlington & Quincy owns jointly with the Chicago & Northwestern Railway, Illinois Central Railroad, and Michigan Central Railroad, the St. Charles Air Line, running from Canal street to Weldon station, Chicago.

### TELEGRAPH COMPANIES.

Western Union Telegraph Company.

### OTHER CONTRACTS.

Quincy Bridge Company, use of bridge at Quincy.



## SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. TO— | WHAT ROAD MORTGAGED. FROM— | Miles. | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What securities mortgaged. |
|---|---|---|---|---|---|---|---|
| C., B. & Q., second mortage, 4s, 1890 | Turner Junction | Aurora | 137.11 | Also | | | $ 941,000.00 |
| C., B. & Q., trust mortgage, 7s, 1890 | Aurora | Galesburg | | | | | |
| C., B. & Q., plain mortgage, 7s, 1896 | Galesburg | Miss. R. opp. Burlington | 95.70 | $ 6,823.40 | | | |
| C., B. & Q., consol mortgage, 7s, 1903 | No security | | | | | | |
| C., B. & Q., 5s of 1901 | Chicago | Quincy | 490.11 | Also | | | 4,484,500.00 |
| C., B. & Q., 5s of 1905 | Peoria | East Burlington | | | | | |
| C., B. & Q., 5s of 1903 | Yates City | Lewiston | | | | | |
| C., B. & Q., 5s of 1901 | Turner Junction | Aurora | | | | | |
| C., B. & Q., 5s of 1905 | Albia | Knoxville | 32.90 | Also | | | 2,500,000.00 |
| C., B. & Q., 5s of 1905 | Burlington | East Plattsmouth | | | | | 402,000.00 |
| C., B. & Q., Iowa Div., 5s of 1919 | Main track in C. Bluffs | | | | | | |
| C., B. & Q., Iowa Div., 4s of 1919 | Red Oak | Hamburg | 470.451 | Also | | | 5,757,680.00 |
| C., B. & Q., Iowa Div., 4s of 1919 | Chariton | Leon | | | | | |
| C., B. & Q., 4s of 1921 | Creston | Hopkins | | | | | |
| C., B. & Q., 4s of 1922 | Second track, Iowa | | | | | | |
| C., B. & Q., plain, 5s of 1913 | No security | | | | | | |
| C., B. & Q., Neb. extension, 4s of 1927 | No security | | | | | | 8,520,000.00 |
| B. & M., Iowa Land Grant, 7s of 1893 | Aurora | Hastings | 27.75 | Also | | | 24,950,000.00 |
| B. & M., cond. 8s of 1894 | Burlington | Plattsmouth bridge approach | 277.002 | | | | |
| B. & M., consol. mortgage, 6s of 1918 | Also Iowa Land Grant | | | | | | |
| B. & M., Neb., 4s of 1919 | Red Oak | Hamburg | 39.29 | 1,679.82 | | | |
| Republican Valley R. R., 6s of 1919 | Plattsmouth | Kearney | 192.36 | Also | | | 4,234,000.00 |
| | Also land grant | | | | | | |
| | No security | | | | | | |
| | West line of Franklin County, Nebraska | West line of Red Willow County, Nebraska | 89.90 | 11,991.10 | | | |

## SECURITY FOR FUNDED DEBT—CONTINUED.

| | | |
|---|---|---|
| Amount of stock per mile of road | $ | 15,840.48 |
| Amount of stock representing the road in Iowa | Not divided. | |
| Amount of stock held in Iowa | No record. | |
| Total number of stockholders at last election | | 11,500 |
| Number of stocholders in Iowa | No record. | |

## EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | | Average daily compensation. |
|---|---|---|---|---|
| General officers* | 110 | $ 418,825.50 | | |
| General office clerks | 910 | 760,092.10 | $ | 2.76 |
| Station agents | 686 | 412,160.56 | | 1.96 |
| Other station men | 1,243 | 670,077.24 | | 1.76 |
| Engineemen | 870 | 954,567.28 | | 3.02 |
| Firemen | 884 | 555,991.58 | | 2.06 |
| Conductors | 538 | 535,493.18 | | 3.25 |
| Other trainmen | 1,059 | 675,723.07 | | 2.08 |
| Machinists | 991 | 583,838.46 | | 1.93 |
| Carpenters | 530 | 325,870.84 | | 2.05 |
| Other shopmen | 3,173 | 1,670,556.94 | | 1.73 |
| Section foremen | 846 | 367,445.65 | | 1.42 |
| Other trackmen | 3,322 | 1,175,888.13 | | 1.16 |
| Switchmen, flagmen and watemen | 1,053 | 701,210.98 | | 2.18 |
| Telegraph operators and dispatchers | 536 | 298,376.62 | | 1.82 |
| All other employes and laborers | 899 | 361,155.14 | | 1.42 |
| Total | 17,570 | $ 10,401,818.27 | | 1.95 |
| DISTRIBUTION OF ABOVE— | | | | |
| General administration | 1,077 | $ 1,215,410.54 | | 3.69 |
| Maintenance of way and structures | 4,710 | 1,884,191.65 | | 1.31 |
| Maintenance of equipment | 4,164 | 2,360,525.40 | | 1.77 |
| Conducting transportation | 7,619 | 5,131,690.08 | | 2.30 |
| Total | 17,570 | $ 10,401,818.27 | | 1.95 |

As the engineers, firemen, conductors, brakemen, etc., who work in more than one State (Illinois and Iowa, or Iowa and Missouri), neither they nor their salaries can be apportioned between the states.



## PASSENGER, FREIGHT, AND TRAIN MILEAGE.

| | | | |
|---|---|---|---|
| PASSENGER TRAFFIC: | | | |
| Number of passengers carried earning revenue— | | | |
| East of Missouri river | 5,040,788 | | |
| West of Missouri river | 1,585,219 | | |
| Average distance carried, miles— | | | |
| East of Missouri river | 34.195 | | |
| West of Missouri river | 65.92 | | |
| Total passenger revenue | | $ | 6,260,948.21 |
| Average amount received from each passenger— | | | |
| East of Missouri river | | | .71.56 |
| West of Missouri river | | | 1.67 |
| Average receipts per passenger per mile | | | .02.259 |
| Passenger earnings per mile of road | | | 1,200.047 |
| Passenger earnings per train mile | | | .87.46 |
| FREIGHT TRAFFIC: | | | |
| Number of tons carried of freight earning revenue— | | | |
| East of Missouri river | 6,655,376 | | |
| West of Missouri river | 2,817,202 | | |
| Average distance haul of one ton, miles— | | | |
| East of Missouri river | 195.00 | | |
| West of Missouri river | 150.51 | | |
| Total freight revenue | | $ | 17,222,736.70 |
| Average amount received for each ton of freight— | | | |
| East of Missouri river | | | 1.66 |
| West of Missouri river | | | 2.19 |
| Average receipts per ton per mile | | | 00.97 |
| Freight earnings per mile of road | | | 3,573.44 |
| Freight earnings per train mile | | | 1.49.37 |
| PASSENGER AND FREIGHT: | | | |
| Passenger and freight earnings | | $ | 23,483,686.91 |
| Passenger and freight earnings per mile of road | | | 4,872.49 |
| Expense per mile of road | | | 3,585.00 |
| Total earnings per mile of road, including mails, express, etc | | | 6,351.49 |
| Number of passenger trains | 68,251 | | |
| Number of freight trains | 155,402 | | |
| Number of mixed trains (estimated for last 3 mos) | 7,483 | | |
| TRAIN MILEAGE: | | | |
| Miles run by passenger trains | 7,100,802 | | |
| Miles run by freight trains | 11,355,739 | | |
| Miles run by mixed trains (estimated for last 2 mos.) | 232,707 | | |
| Grand total train mileage | 18,689,248 | | |
| Mileage of loaded freight cars—north or east | 168,490,052 | | |
| Mileage of loaded freight cars—south or west | | | |
| Mileage of empty freight cars—north or east | 56,835,697 | | |
| Mileage of empty freight cars—south or west | | | |
| Average number of freight cars in train | 19.763 | | |
| Average number of loaded freight cars in train | 14.778 | | |
| Average number of empty freight cars in train | 4.985 | | |
| Average number of tons of freight in train | 149.808 | | |
| Average number of tons of freight in each loaded car | 10.232 | | |

Average number of tons in cars when shipped in car lots.

Average number of tons in cars when shipped in less than car lots.

What per cent does the local freight business of Iowa bear to the total freight business of the entire line?

What per cent does local freight business of Iowa bear to freight originating on your line in Iowa and passing outside the State?

What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?

What per cent does local freight business bear to freight moved across the State from points outside to points inside the State?

What per cent of freight received at each station on your road is local and what per cent inter-State?

What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?

What proportion of earnings is credited to each branch line of your road on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?

Give the amount and kind of freight furnished by each branch line to your main line.

Same for passengers.

We have no statistics which will enable us to answer the questions asked on this page.



## FREIGHT TRAFFIC MOVEMENT.

(COMPANY'S MATERIAL EXCLUDED.)

| COMMODITY. | Freight originating on this road—whole tons. | Freight received from connecting roads and other carriers—whole tons. | TOTAL FREIGHT TONNAGE.* Whole tons. | Per cent. |
|---|---|---|---|---|
| PRODUCTS OF AGRICULTURE— | | | | |
| Grain | | | 1,487,987 | 22.34 |
| Flour | | | 190,594 | 2.85 |
| Other mill products | | | 57,591 | .86 |
| Hay | | | 45,182 | .68 |
| Cotton | | | 377 | .01 |
| Fruit and vegetables | | | 8,0087 | 1.22 |
| PRODUCTS OF ANIMALS— | | | | |
| Live stock | | | 509,130 | 7.65 |
| Dressed meats | | | 48,070 | .72 |
| Other packing-house products | | | 11,830 | .18 |
| Wool | | | 6,120 | .08 |
| Hides and leather | | | 15,008 | .23 |
| PRODUCTS OF MINES— | | | | |
| Anthracite coal | | | 257,485 | 3.87 |
| Bituminous coal | | | 1,230,036 | 18.47 |
| Coke | | | 31,710 | .48 |
| Ores | | | 114,065 | 1.71 |
| Stone, sand, and other like articles | | | 161,726 | 2.43 |
| PRODUCTS OF FOREST— | | | | |
| Lumber | | | 753,919 | 11.33 |
| MANUFACTURES— | | | | |
| Iron and steel | | | 147,118 | 2.21 |
| Railroad iron and steel | | | 85,302 | 1.28 |
| Machinery | | | 18,541 | .28 |
| Cement, brick, stone and lime | | | 130,686 | 1.96 |
| Agricultural implements | | | 38,574 | .58 |
| Wagons and carriages | | | 14,756 | .22 |
| Wines, liquors and beers | | | 27,872 | .42 |
| Household goods and furniture (emigrant outfit) | | | 24,699 | .37 |
| MERCHANDISE | | | 1,188,949 | 17.86 |
| Total tonnage | | | 6,656,496 | 100.00 |

Have no record which will show commodity division between States.

The commodity subdivision of freight traffic movement was not kept after close of the year 1888, so in compiling this page the figures for the six months of 1889 are estimated.

## TONNAGE CROSSING THE MISSISSIPPI AND MISSOURI RIVERS.

CHICAGO, BURLINGTON & QUINCY RAILROAD CO.,
E. P. RIPLEY, GEN'L MANAGER.
CHICAGO, Nov. 23, 1889.

PETER A. DEY, ESQ., *Des Moines:*

DEAR SIR—In answer to yours, 21st inst., have to say that our report went to you last night. It does not, however, show amount of tonnage passing over Burlington and Plattsmouth bridges, for the reason that the figures are not in our possession. Our statistical department has been abolished; not because it was not useful, but because

* East of Missouri river.

it was one of the things we could do without, and we have been obliged to dispense with it as we have with many other desirable, but not absolutely essential, things in order to make both ends meet. I hope better days will come when we can not only re-establish this department but also make much needed improvements in our physical condition, but the latter must take precedence, and if our rate of progression is not hastened it will be a good while before we again have a department of statistics.

Yours truly,

E. P. RIPLEY.

## DESCRIPTION OF EQUIPMENT.

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. Number. | EQUIPPED WITH TRAIN BRAKE. Kind. | CARS FITTED WITH AUTOMATIC COUPLER. Number. | CARS FITTED WITH AUTOMATIC COUPLER. Kind. |
|---|---|---|---|---|---|---|
| LOCOMOTIVES— | | | | | | |
| Passenger and freight | 38 | 583 | .... | Westinghouse | ... | ... |
| Switching | 10 | 124 | .... | Westinghouse | ... | ... |
| Total | 48 | 707 | .... | ... | ... | ... |
| CARS IN PASSENGER SERVICE— | | | | | | |
| First-class passenger cars.. } Second-class passenger cars } Combination passenger cars } | 22 | 366 | .... | Westinghouse | 313<br>53 | Miller<br>Janney |
| Dining cars | ... | 7 | .... | Westinghouse | 3<br>4 | Miller<br>Janney |
| Baggage, express and postal cars | 14 | 129 | .... | Westinghouse | 105<br>24 | Miller<br>Janney |
| Other cars in passenger service | ... | 8 | .... | Westinghouse | 5<br>3 | Miller<br>Janney |
| Total | 36 | 510 | .... | ... | ... | ... |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Box cars | 1,000 | 15,573 | 1443 | Westinghouse | 55<br>10 | Janney<br>Heines |
| Flat cars | ... | 3,416 | .... | Westinghouse | ... | ... |
| Stock cars | ... | 4,000 | 776 | Westinghouse | 15 | Heines |
| Coal cars | ... | 2,383 | 150 | Westinghouse | 45<br>25 | Janney<br>Heines |
| Refrigerator cars | 80 | 258 | .... | Westinghouse | ... | ... |
| Total | 1,080 | 25,729 | 2369 | ... | ... | ... |
| CARS IN COMPANY'S SERVICE— | | | | | | |
| Derrick cars | 1 | 11 | .... | ... | ... | ... |
| Caboose cars | 15 | 352 | .... | ... | ... | ... |
| Total | 16 | 368 | .... | ... | ... | ... |
| Total owned | 16 | 26,902 | .... | ... | ... | ... |
| Grand total | 16 | 26,602 | .... | ... | ... | ... |



## MILEAGE.

### MILEAGE OF ROAD OPERATED.

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | Line operated under agreement. | New line constructed during year. | Total mileage operated. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track | 804.272 | 760.142 | 3,176.721 | 48.511 | ... | 20.37 | 40.83 | 4,850.016 | 2,098.02 | 4,022.916 |
| Miles of second track | 293.12 | ... | 1.44 | ... | ... | ... | ... | 294.56 | ... | ... |
| Miles of third track | 18.42 | ... | ... | ... | ... | ... | ... | 18.42 | ... | ... |
| Miles of yard track, sidings and spurs | ... | ... | ... | ... | ... | ... | ... | 940.01 | ... | ... |
| Total mileage operated (all tracks) | 1,144.812 | 760.142 | 3,178.161 | 48.511 | ... | 20.37 | 40.83 | 6,111.966 | 2,098.02 | 4,022.916 |

### B. MILEAGE OF LINE BY STATES AND TERRITORIES.

#### 1. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | New line constructed during year. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Illinois | 386.304 | 74.786 | 778.842 | 6.556 | ... | ... | 1,245.160 | ... | ... | ... |
| Iowa | 284.356 | 118.636 | 313.394 | 42.277 | ... | ... | 756.500 | ... | ... | ... |
| Missouri | ... | ... | 117.715 | ... | ... | 2.69 | 138.905 | ... | ... | ... |
| Nebraska | 191.61 | 52.14 | 1,377.31 | ... | ... | 38.74 | 2,251.75 | ... | ... | ... |
| Kansas | ... | ... | 240.44 | ... | ... | ... | 240.44 | ... | ... | ... |
| Colorado | ... | ... | 210.47 | ... | ... | ... | 220.47 | ... | ... | ... |
| Wyoming | ... | 12.73 | 29.01 | ... | ... | ... | 29.01 | ... | ... | ... |
| Total mileage operated (single track) | 804.272 | 760.142 | 3,176.721 | 48.511 | ... | 40.83 | 4,819.645 | ... | 2,098.02 | 4,721.906 |

## MILEAGE—CONTINUED.

### II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | New line constructed during year. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Illinois | 358.308 | 74.786 | | | | | 433.09 | | | |
| Iowa | 284.358 | 118.626 | | | | | 402.984 | | | |
| Missouri | | 1.88 | | | | | 1.88 | | | |
| Nebraska | 191.61 | 552.14 | | | | | 743.75 | | | |
| Kansas | | 12.71 | | | | | 12.71 | | | |
| Total mileage owned (single track) | 834.272 | 760.142 | | | | | 1,594.414 | | | |



## RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. Kind. | Tons. | Weight per yard, lbs. | Average price per ton at distributing point. | NEW TIES LAID DURING YEAR. Kind. | Number. | Average price at distributing point. |
|---|---|---|---|---|---|---|
| Iron | 496.50 | 48 | $ *22.25 | Oak | 1,009,356 | † |
| | | | | Cedar | 313,620 | |
| Total | 493.50 | 48 | | Total | 1,322,976 | |
| Steel | 1,781.35 | 56 | | | | |
| Steel | 6,703.95 | 66 | | | | |
| Total | 8,485.30 | 122 | $ 22.25 | | | |

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | Wood, cords—hard. | Total fuel consumed, tons. | Miles run, with trains. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|
| Passenger, Freight, Switching, Construction | No record | kept show | ing divis | ion of ser | vice. |
| Total | 1,022,125.50 | 17,339½ | 1,033,684.50 | †21,150,168 | 97.71 |
| Average cost at distributing point, east of Missouri river | $ 1.47 | $ 2.64 | | | |
| Average cost at distributing point, west of Missouri river | 2.57 | 2.00 | | | |

*There is no common distributing point, and at the various division distributing points prices vary for oak ties from $31.75 to $43.50.

†There is no common distributing point, and at the various division distributing points prices vary for oak ties from 40 to 54 cents a piece, for cedar ties from 31 to 47 cents a piece.

ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYES. | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN, AND WATCHMEN. | | OTHER EMPLOYES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling | 4 | 7 | 4 | 19 | ..... | 1 | 8 | 27 |
| Falling from trains and engines | 9 | 6 | 2 | 6 | 3 | 2 | 14 | 14 |
| Overhead obstructions | 2 | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| Collisions and derailments, wrecks | 2 | 5 | ..... | 1 | 7 | 2 | 9 | 8 |
| Other train accidents | ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... |
| At highway crossings, stations, and other causes | 4 | 6 | 10 | 4 | 10 | 7 | 24 | 17 |
| Total | 21 | 24 | 16 | 30 | 21 | 12 | 58 | 66 |

ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Collisions and derailments, wrecks | 3 | 2 | 2 | ..... | 1 | ..... | 6 | 2 |
| Other train accidents | 1 | 1 | 10 | 2 | ..... | ..... | 11 | 3 |
| At highway crossings, stations, and other causes | 4 | 9 | 52 | 26 | 27 | 9 | 83 | 44 |
| Total | 8 | 12 | 64 | 28 | 28 | 9 | 100 | 49 |



ACCIDENTS TO PERSONS IN IOWA.

| KIND OF ACCIDENT. | EMPLOYES. | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN AND WATCHMEN. | | OTHER EMPLOYES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling | 2 | ..... | 1 | ..... | ..... | ..... | 3 | ..... |
| Falling from trains and engines | ..... | 1 | ..... | 2 | 1 | ..... | 1 | 3 |
| Overhead obstructions | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Collisions and derailments, wrecks | ..... | 1 | ..... | ..... | 4 | ..... | 4 | 1 |
| Other train accidents | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| At highway crossings, stations, and other causes | ..... | ..... | ..... | 1 | 5 | 1 | 5 | 2 |
| Total | 4 | 2 | 1 | 3 | 10 | 1 | 15 | 6 |

ACCIDENTS TO PERSONS IN IOWA.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Collisions and derailments, wrecks | 1 | ..... | ..... | ..... | ..... | ..... | 1 | ..... |
| Other train accidents | ..... | 1 | 3 | 3 | ..... | ..... | 3 | 3 |
| At highway crossings, stations, and other causes | 1 | ..... | 7 | 2 | 3 | ..... | 11 | 2 |
| Total | 2 | 1 | 10 | 4 | 3 | ..... | 15 | 5 |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Ascending grades. | | | Descending grades. | | | |
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | Length of level line—miles. | Number. | Sum of ascents—feet. | Aggregate length of ascending grades—miles. | Number. | Sum of descents—feet. | Aggregate length of descending grades—miles. |
| The records of the various lines are not complete enough to give the information asked, different roads having been completed when passing into the possession of the Chicago, Burlington & Quincy Railroad, and no maps or profiles were turned over to us. Other records were destroyed at time of Chicago fire of October, 1871. | | | | | | | | | | | | | |



## CHARACTERISTICS OF ROAD—CONTINUED.

BRIDGES:

| | |
|---|---|
| Number iron, in Iowa, 102 | 182 |
| Number wooden, in Iowa, 25 | 230 |
| Number combination | 4 |

TRESTLES:

| | |
|---|---|
| Number, in Iowa, 1,022 | 4,830 |
| Aggregate length, miles, in Iowa, 17,297 | 87,052 |

GAUGE OF TRACK:
Four feet eight and one half inches.
Same in Iowa.

TELEGRAPH:
Owned by this company, 4,922 miles of line.
Owned by this company, in Iowa, 835 miles of line.
Owned by this company, 9,806 miles of wire.
Owned by this company, in Iowa, 2,126 miles of wire.
Operated by this company, for company business, 4,922 miles of line.
Operated by this company, for company business, in Iowa, 835 miles of line.
Operated by this company, for company business, 9,806 miles of wire.
Operated by this company, for company business, in Iowa, 2,126 miles of wire.
Operated by Western Union, for commercial business, 4,922 miles of line.
Operated by Western Union, for commercial business, in Iowa, 835 miles of line.
erated by Western Union, for commercial business, 9,806 miles of wire.
Operated by Western Union, for commercial business, in Iowa, 2,126 miles of wire.

## QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt?
By sinking funds.

What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.
Chicago Union Depot, Pensylvania Company; Council Bluffs, various buildings Kansas City, St. Joe & Council Bluffs Railroad; Council Bluffs Union Depot, Union Pacific Railroad; East St. Louis Passenger Depot, East St. Louis Relay Depot Company; Galena Junction, engine house, Chicago & Northwestern Railway; Geneva, station facilities, Chicago, & Northwestern Railway: Hannibal Freight Depot, Hannibal & St. Joe Railroad; Hannibal Passenger Depot, Hannibal Union Depot Company; Hannibal, engine house, etc., Hannibal & St. Joe Railroad; Louisiana, station facilities, Chicago & Alton Railroad; Rock Island, station grounds, City of Rock Island; St. Louis Union Passenger Depot, St. Louis Union Depot Company; St. Joseph Union Passenger Depot, St. Joseph Union Depot Company; St. Joseph Freight House, Kansas City, St. Joe & Council Bluffs Railroad; St. Joseph Passenger Depot, Kansas City, St. Joe & Council Bluffs Railroad Company; Shabbona Depot, Chicago & Iowa Railroad; Atchison Union Passenger Depot, Atchison Union Depot Company; Denver Union Passenger Depot, Denver Union Depot Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic:
Western Freight Association, Western Classification Committee, Western States Passenger Association, Inter-State Railroad Association, St. Louis Traffic Association Joint Rate Committee, Southwestern Statistical Bureau, Trans-Continental Association, Trans-Missouri Association.

Name all the companies commonly called fast freight lines, of which this road is a member, or which operate over the line of this road:
None.

The cost and actual present cash value of the road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road, and all fixtures and conveniences for transacting its business:

We have no record that will give us the actual value.

The average amount of tonnage that can be carried on your road in the State by an engine of given weight:

Fifteen loaded 40,000 pound capacity cars, by an engine of 154,500 pounds.

STATE OF ILLINOIS, } ss.
COUNTY OF COOK. }

We, the undersigned, James Peasley, Vice-Pres., and Jno. L. Lathrop, Auditor, of the Chicago, Burlington & Quincy Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

JAMES C. PEASLEY,
*Vice-President.*

JNO. L. LATHROP,
*Auditor.*

Subscribed and sworn to before me this 22d day of November, 1889.

CHESTER M. DAWES,
*Notary Public.*

[SEAL.]

# ANNUAL REPORT

OF THE

# CHICAGO, BURLINGTON & KANSAS CITY RAILWAY CO.,

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

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### HISTORY.

Name of common carrier making this report:
Chicago, Burlington & Kansas City Railway Company.

Date of organization:
August 16, 1881.

Under laws of what government, State or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:
In Iowa, under authority of Iowa Code, chapter one, of title nine, and chapter five, of title ten. In Missouri, revised statutes (1879) articles one and two of chapter twenty-one.

If a consolidated company, name the constituent companies? Give reference to charters of each, and all amendments of same:
It is a consolidated company. The following are the names of the constituent companies: Chicago, Burlington & Kansas City Railway Company of Iowa, and the Kansas City, St. Joseph & Burlington Railway Company of Missouri. The constituent companies were organized under the general laws of the States of Iowa & Missouri. Copies of their charters and of all amendments are filed with the Secretaries of State of Iowa and Missouri, and reference can be had thereto.

Date and authority for each consolidation:
August 16, 1881. The authority for consolidation is found in the statutes above referred to.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized:
It is a reorganized company. The name of the original corporation was the Burlington & Southwestern Railway Company, which was organized under the laws of the State of Iowa above referred to.

## ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| W. W. Baldwin | Burlington, Iowa | Elected May 15, 1889, to serve until the next annual meeting, and until their successors are elected and qualified. |
| J. W. Blythe | Burlington, Iowa | |
| W. F. McFarland | Burlington, Iowa | |
| H. B. Scott | Burlington, Iowa | |
| J. O. Peasley | Chicago, Illinois | |

Total number of stockholders at date of last election:
Seven.

Date of last meeting of stockholders for election of directors:
May 15, 1889.

Give post-office address of general office:
Keokuk, Iowa.

Give post-office address of operating office:
Keokuk, Iowa.

## OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| President | W. W. Baldwin | Burlington, Iowa. |
| First Vice-President | J. O. Peasley | Chicago, Illinois. |
| Second Vice-President | H. B. Stone | Chicago, Illinois. |
| Secretary | J. H. Sturgis | Keokuk, Iowa. |
| Treasurer | J. O. Peasley | Chicago, Illinois. |
| Assistant Treasurer | J. H. Sturgis | Keokuk, Iowa. |
| Assistant Secretary | H. E. Jarvis | Burlington, Iowa. |
| Chief Engineer | Ed. M. Gilchrist | Keokuk, Iowa. |
| General Attorney | H. H. Trimble | Keokuk, Iowa. |
| Assistant Attorney | Palmer Trimble | Keokuk, Iowa. |
| Auditor | J. H. Sturgis | Keokuk, Iowa. |
| General Auditor | J. L. Lathrop | Chicago, Illinois. |
| General Freight Agent | Howard Elliott | Keokuk, Iowa. |
| Assistant General Freight Agent | D. O. Ives | Keokuk, Iowa. |
| General Passenger Agent | Howard Elliott | St. Louis, Missouri. |
| Ass't. General Passenger Agent | J. H. Palmer | St. Louis, Missouri. |
| General Superintendent | C. M. Levey | Keokuk, Iowa. |
| Superintendent of Telegraph | M. A. Baker | Hannibal, Missouri. |
| Master Mechanic | W. H. Bartlett | Keokuk, Iowa. |
| Chief Train Dispatcher | J. E. Votaw | Moulton, Iowa. |
| General Baggage Agent | E. A. Sadd | Chicago, Illinois. |



## PROPERTY OPERATED.

| NAME. | TERMINALS. FROM— | TERMINALS. TO— | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| MAIN LINE OWNED— | | | | |
| Chicago, Burlington & Kansas City Railway | Viele, Iowa | Bloomfield Junction, Iowa | 89.10 | 180.00* |
| Chicago, Burlington & Kansas City Railway | Moulton, Iowa | Carrollton, Missouri | 121.20 | |
| TRACKAGE RIGHTS— | | | | |
| Chicago, Burlington & Quincy Railroad | Burlington, Iowa | Viele, Iowa | 25 | 39.11 |
| Wabash Western Railway | Bloomfield Junction, Iowa | Moulton, Iowa | 14.11 | |
| Total mileage operated | | | | 229.10 |
| Total mileage operated in Iowa | | | | 110.64 |

## CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES, June 30, 1889. | MARKET PRICE OF SHARES, Average for the year. | DIVIDENDS DECLARED DURING YEAR. Rate. | DIVIDENDS DECLARED DURING YEAR. Amount. |
|---|---|---|---|---|---|---|---|
| CAPITAL STOCK— | | | | | | | |
| Common | $ 100 each. | $ 8,000,000.00 | $ 8,000,000.00 | No market value. | | | |
| Total | | $ 8,000,000.00 | $ 8,000,000.00 | | | | |

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | TOTAL CASH REALIZED. | GIVE PARTICULARS AND EXPLANATIONS. | |
|---|---|---|---|---|
| ISSUED FOR REORGANIZATION— | | | | |
| Common | 80,000 | | | |
| Total | 80,000 | | | |
| Amount of stock per mile of road | | | | $ 44,301.33 |
| Amount of stock representing the road in Iowa | | | | 3,422,075.38 |
| Amount of stock held in Iowa | | | | 900.00 |
| Total number of stockholders | | | | 7 |
| Number of stockholders in Iowa | | | | 5 |



## CURRENT ASSETS AND LIABILITIES.

### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---|
| Cash | $ 6,566.46 |
| Due from agents | 430.54 |
| Due from solvent companies and individuals | 9,831.43 |
| Other cash assets (U. S. P. O. debt) | 4,384.92 |
| Balance—current liabilities | 848,987.65 |
| Total | $ 870,220.99 |

Materials and supplies on hand, $33,376.24.

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | |
|---|---|
| Loans and bills payable | $35,000.00 |
| Audited vouchers and accounts | 23,270.21 |
| Wages and salaries | 10,004.93 |
| Net traffic balances due to other companies and agents | 453.10 |
| Rentals due July 1 | 564.40 |
| Miscellaneous—Employes Relief Fund | 22.35 |
| Total | $ 870,220.99 |

## RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| | | To Railroads. | To other Properties. | Miles. | Amount. | |
| Capital stock | $ 8,000,000.00 | $ 8,000,000.00 | | 180.90 | $ 44,201.34 | |
| Total | $ 8,000,000.00 | $ 8,000,000.00 | | 180.90 | $ 44,201.34 | |

B. MILEAGE OPERATED (TRACKAGE RIGHT EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN INCOME ACCOUNT.

| NAME OF ROAD. | CAPITAL STOCK. | FUNDED DEBT. | CURRENT LIABILITIES. | TOTAL. | AMOUNT PER MILE OF ROAD. | |
|---|---|---|---|---|---|---|
| | | | | | Miles. | Amount. |
| Chicago, Burlington & Kansas City Railway Company | $ 8,000,000.00 | | $ 848,987.65 | $ 8,848,987.65 | 180.90 | $ 48,891.27 |
| Grand total | $ 8,000,000.00 | | $ 848,987.65 | $ 8,848,987.65 | 180.90 | $ 48,891.27 |
| Total for Iowa, estimated | $ 3,455,862.44 | | $ 265,677.72 | $ 3,790,540.16 | 77.53 | $ 48,891.27 |



## PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. | | | Credits, property and material sold. | Differences or net additions to property, etc. |
|---|---|---|---|---|---|
| | Included in operating expenses. | Not included in operating expenses. | Total expenditures. | | |
| CONSTRUCTION— | | | | | |
| Engineering expenses | | $ 15.16 | | | |
| Total construction | | $ 15.16 | | | |
| Grand total construction and equipment | | $ 15.16 | | | |

No permanent improvements included in operating expenses.

## COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1898. | Net additions during year. | Total cost to June 30, 1899. | Cost per mile. |
|---|---|---|---|---|
| CONSTRUCTION— | | | | |
| Right of way | $ 319.57 | $ ..... | $ 319.57 | $ ..... |
| Other real estate | 3,904.59 | ..... | 3,904.59 | ..... |
| Fences | 58,577.11 | ..... | 58,577.11 | ..... |
| Bridges and trestles | 87,632.26 | ..... | 87,632.26 | ..... |
| Rails | 34,501.23 | ..... | 34,501.23 | ..... |
| Other superstructure | 114,189.66 | ..... | 114,189.66 | ..... |
| Buildings, furniture and fixtures | 7,283.45 | ..... | 7,283.45 | ..... |
| Engineering expenses | 14,274.70 | 15.16 | 14,289.86 | ..... |
| Telegraph line | 1,043.53 | ..... | 1,043.53 | ..... |
| Sidings and yard extensions | 2,575.48 | ..... | 2,575.48 | ..... |
| LaClede extension | 48,253.26 | ..... | 48,253.26 | ..... |
| Carrollton extension | 519,414.79 | ..... | 519,414.79 | ..... |
| Purchase of constructed road | 7,919,001.91 | ..... | 7,919,001.91 | ..... |
| Other items—St. Jo and Iowa charter | 7,181.16 | ..... | 7,181.16 | ..... |
| Total construction | $ 8,818,131.97 | 15.16 | $ 8,818,147.13 | $ 48,721.73 |
| EQUIPMENT— | | | | |
| Locomotives | 66,404.56 | ..... | 66,404.56 | ..... |
| Passenger cars | 7,500.00 | ..... | 7,500.00 | ..... |
| Baggage, express and postal cars | 6,000.00 | ..... | 6,000.00 | ..... |
| Freight cars | 75,720.08 | ..... | 75,720.08 | ..... |
| Other cars of all classes, cabooses | 8,450.79 | ..... | 8,450.79 | ..... |
| Total equipment | $ 164,177.43 | 15.16 | $ 164,177.43 | $ 907.16 |
| Grand total cost construction and equipment | $ 8,982,309.40 | 15.16 | $ 8,982,324.56 | $ 49,628.89 |

Grand total cost construction and equipment of road in Iowa (estimated) $3,570,824.42.

## INCOME ACCOUNT.

(FOR ROAD MAKING OPERATING REPORTS.)

| | | |
|---|---|---|
| Gross earnings from operation | $ 299,781.00 | |
| Less operating expenses | 235,589.37 | |
| Income from operation | | $ 64,191.63 |
| Miscellaneous income, less expenses | $ 65.60 | |
| Income from other sources | | $ 65.60 |
| Total income | | $ 64,257.23 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on interest-bearing current liabilities accrued (not otherwise provided for) | $ 7,562.50 | |
| Rentals, including tracks, yards and terminals | 6,004.84 | |
| Taxes | 14,329.86 | |
| Total deductions from income | | $ 27,987.20 |
| Net income | | $ 36,270.03 |
| Other payments from net income, reduction of floating debt | $ 30,000.00 | |
| Total | | $ 30,000.00 |
| Deficit from operations of year ending June 30, 1889 | | $ 6,270.03 |
| Surplus on June 30, 1888 | | 6,270.03 |
| Surplus on June 30, 1889 | | $ 8,952.69 |



## EARNINGS FROM OPERATION.

| | | |
|---|---|---|
| PASSENGER— | | |
| Total passenger revenue | | $ 69,034.57 |
| Mail | $ 17,520.68 | |
| Express | 11,469.96 | |
| Extra baggage and storage | 1,877.09 | |
| Other items, news privilege on trains | 300.00— | 31,216.73 |
| Total passenger earnings | | $ 100,271.30 |
| FREIGHT— | | |
| Total freight revenue | | $ 195,555.85 |
| Total freight earnings | | $ 195,555.85 |
| Total passenger and freight earnings | | $ 295,827.15 |
| OTHER EARNINGS FROM OPERATION— | | |
| Switching charges—balance | $ 368.65 | |
| Telegraph companies | 1,067.04 | |
| Rentals not otherwise provided for | 2,121.52 | |
| Other sources | 396.64— | $ 3,953.85 |
| Total other earnings | | $ 3,953.85 |
| Total gross earnings from operation | | $ 299,781.00 |
| Total gross earnings from operation in Iowa (estimated) | | $ 158,803.01 |
| Operating expenses per mile of road | | $ 1,070.37 |
| Operating expenses per train mile | | .79 |
| Proportion of operating expenses and taxes for Iowa (estimated) | | 130,746.66 |
| Percentage of expenses to earnings | | See operating expenses. |
| Net earnings per train mile | | .19 |
| Percentage of earnings to stock and debt | | 3.29 |
| Percentage of earnings to cost of road and equipment | | 3.33 |
| Surplus at the commencement of the year | | See income account. |
| Surplus at the close of the year | | See income account. |
| The amount of its own stock owned by the company | | None. |

## STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|---|---|---|---|
| Kansas City & Burlington Railway Company | $ 720.75 | | |
| Total | $ 720.75 | | |

MISCELLANEOUS INCOME.

| ITEM. | Gross income. | Less expenses. | Net miscellaneous income. |
|---|---|---|---|
| Profit and loss | | | $ 65.00 |
| Total | | | $ 65.00 |

OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | $ 21,665.21 | $ 31,176.78 | $ 52,841.99 |
| Renewals of rails | 4,478.82 | 6,445.12 | 10,923.94 |
| Renewals of ties | 5,112.82 | 7,596.76 | 12,709.08 |
| Repairs of bridges and culverts | 5,069.71 | 7,265.42 | 12,335.14 |
| Repairs of fences | 449.22 | 646.43 | 1,095.65 |
| Repairs of buildings | 1,445.57 | 2,080.22 | 3,525.79 |
| Repairs of telegraph | 259.44 | 373.35 | 632.79 |
| Total | $ 38,480.29 | $ 55,574.09 | $ 93,854.38 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | $ 8,278.96 | $ 11,913.62 | $ 20,192.59 |
| Repairs and renewals of passenger cars | 918.96 | 1,322.44 | 2,241.42 |
| Repairs and renewals of freight cars | 3,011.56 | 4,333.02 | 7,345.13 |
| Total | $ 12,209.44 | $ 17,569.09 | $ 29,779.13 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of enginemen, firemen, and roundhousemen | $ 8,866.82 | $ 12,759.56 | $ 21,626.38 |
| Fuel for locomotives | 8,931.77 | 12,853.03 | 21,784.80 |
| Water-supply for all purposes | 1,117.08 | 1,608.32 | 2,725.40 |
| All other supplies for locomotives | 801.28 | 1,153.05 | 1,954.33 |
| Wages of other trainmen | 5,910.51 | 8,518.31 | 14,467.82 |
| All other train supplies | 856.14 | 1,232.00 | 2,088.14 |
| Expense of telegraph, including train dispatchers and operators | 3,380.27 | 4,872.92 | 8,253.19 |
| Wages of station agents, clerks and laborers | 2,993.03 | 4,308.35 | 7,302.28 |
| Station supplies | 886.99 | 1,294.44 | 2,041.43 |
| Car mileage—balance | 1,579.45 | 7,780.26 | 6,200.81 |
| Loss and damage | 1,615.11 | 2,324.18 | 3,939.29 |
| Injuries to persons | 990.35 | 1,425.15 | 2,415.50 |
| Other expenses, rent of roundhouse | 508.00 | 731.03 | 1,239.03 |
| Total | $ 35,244.70 | $ 60,777.09 | $ 96,021.79 |
| GENERAL EXPENSES— | | | |
| Salaries of officers | $ 1,514.85 | $ 2,179.90 | $ 3,694.75 |
| Salaries of clerks | 2,574.07 | 3,705.01 | 6,279.08 |
| General office expenses and supplies | 557.86 | 806.77 | 1,364.63 |
| Agencies, including salaries and rent | 223.77 | 322.02 | 545.79 |
| Advertising and printing | 459.09 | 660.64 | 1,119.72 |
| Insurance | 499.93 | 719.40 | 1,219.33 |
| Expense of traffic associations | 44.69 | 64.31 | 109.00 |
| Legal expenses | 544.09 | 782.96 | 1,327.05 |
| Stationery and printing (See note) | 114.03 | 164.09 | 278.12 |
| Other general expenses | | | |
| Total | $ 6,532.98 | $ 9,401.09 | $ 15,934.07 |



OPERATING EXPENSES—CONTINUED.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | $ 38,480.29 | $ 55,374.09 | $ 93,854.38 |
| Maintenance of equipment | 12,209.44 | 17,569.69 | 29,779.13 |
| Conducting transportation | 35,244.70 | 60,777.09 | 96,021.79 |
| General expenses | 6,532.98 | 9,401.09 | 15,934.07 |
| Grand total | $ 92,467.41 | $ 143,121.96 | $ 235,589.37 |
| Operating expenses for Iowa, estimated | | | 124,847.96 |
| Percentage of operating expenses to earnings | | | 78.6 |

Road crossings, signs and cattle-guards charged to repairs of roadway.

Repairs of machinery and tools charged to the work for which they are used.

Wages of switchmen and flagmen at stations charged to wages of station agents, etc; flagmen and switchmen not at station charged to repairs of roadway.

Advertising and printing, printing included here other than for advertising covers, tickets, passes and operating time cards.

Stationery and printing, except as above, included under general office supplies.

FENCING IN IOWA.

| | |
|---|---|
| How many miles of fencing have you on your road in Iowa? | 68.53 |
| What is the average cost per mile | $ 304.00 |
| How many miles of new fencing have you built during the year? | None. |
| Give the number of miles needed to complete your fencing in Iowa | None. |

## RENTALS PAID.

RENTS PAID FOR LEASE OF OTHER PROPERTY.

| DESIGNATION OF PROPERTY. | SITUATION OF PROPERTY LEASED. | NAME OF COMPANY OWNING PROPERTY LEASED. | ITEM. | TOTAL. |
|---|---|---|---|---|
| Tracks | Bloomfield Junction, Ia., to Moulton, Ia. | Wabash Western Railway Co. | $ 6,094.84 | |
| Total | | | | $ 6,094.84 |
| Total rentals | | | | 6,094.84 |
| Grand total rentals paid | | | | 6,094.84 |



## GENERAL BALANCE SHEET.

### DEBIT.

| | | |
|---|---|---|
| Cost of road | $ 3,818,147.13 | |
| Cost of equipment | 164,177.43 | |
| Stocks of other companies owned | 739.75 | |
| OTHER ASSETS— | | |
| Materials and supplies | $ 33,376.24 | |
| Insurance fund | 298.27 | |
| Total | | $ 9,016,738.82 |

### CREDIT.

| | | |
|---|---|---|
| Capital stock | $ 8,000,000.00 | |
| Current liabilities | 848,987.65 | |
| Profit and loss | 167,751.17 | |
| Total | | $ 9,016,738.82 |

## CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

### RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| NET INCOME: | | |
| From operation | $ 64,191.93 | |
| From other sources | 65.60 | |
| Total | | $ 64,257.23 |
| DECREASE IN ASSETS— | | |
| Cash on hand | $ 23,405.90 | |
| Cash assets | 16,045.91 | |
| Total | | $ 39,543.81 |
| MISCELLANEOUS: | | |
| Insurance fund | $ 480.31 | |
| Total | | $ 480.31 |
| Grand total | | $ 104,281.35 |

RESOURCES ACCOUNTED FOR.

| | | |
|---|---|---|
| FIXED CHARGES: | | |
| Other interest paid | 7,502.50 | |
| Rentals | 6,004.84 | |
| Taxes | 14,329.86 | |
| Total | | $ 27,087.20 |
| BETTERMENTS TO PROPERTY— | | |
| Construction of new road | $ 15.16 | |
| Total | | $ 15.16 |
| DECREASE IN LIABILITIES— | | |
| Decrease in current liabilities | $ 70,238.26 | |
| Total | | $ 70,238.26 |
| INCREASE IN ASSETS— | | |
| Other assets | $ 6,019.73 | |
| Total | | $ 6,019.73 |
| MISCELLANEOUS— | | |
| Securities purchased | $ 21.00 | |
| Total | | $ 21.00 |
| Grand total | | $ 104,381.35 |

## IMPORTANT CHANGES DURING THE YEAR.

Securities purchased: Kansas City & Burlington Railway company's capital stock, $21.00.

## CONTRACTS, AGREEMENTS, ETC.

### EXPRESS COMPANIES.

American Express company pays on basis of pounds carried one mile, with a guaranteed minimum.

### MAILS.

Route 27,008 miles, Burlington to Carrollton; $79.52 per mile per annum for hauling mail six times per week each way.

### SLEEPING, PARLOR OR DINING CAR COMPANIES.

None.

### FREIGHT OR TRANSPORTATION COMPANIES OR LINES

None.

### OTHER RAILROAD COMPANIES.

None.

### STEAMBOAT AND STEAMSHIP COMPANIES.

None.

### TELEGRAPH COMPANIES.

Western Union Telegraph company. The railroad company takes fixed percentage of receipts at stations and other offices on its line of road.

### OTHER CONTRACTS.

C. H. Shaver; news privilege on trains.



## EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers (paid by St. L., K. & Northwest'n R. R. Co.) | | | |
| General office clerks (paid by St. L., K. & Nw'n R. R. Co.) | | | |
| Station agents | 20 | $ 12,800.28 | $ 1.35 |
| Other station men | 2 | 279.00 | .50 |
| Engineers | 11 | 13,037.05 | 3.07 |
| Firemen | 12 | 6,660.20 | 1.83 |
| Conductors | 11 | 7,650.10 | 1.95 |
| Other trainmen | 23 | 8,304.95 | 1.35 |
| Carpenters | 22 | 9,011.05 | 1.75 |
| Other shopmen | 11 | 5,871.10 | 1.78 |
| Section foremen | 31 | 14,880.00 | 1.75 |
| Other trackmen | 123 | 39,824.15 | 1.03 |
| Switchmen, flagmen and watchmen | 1 | 600.00 | 1.05 |
| Telegraph operators and dispatchers | 2 | 2,024.15 | 2.55 |
| All other employes and laborers | 10 | 3,015.10 | 1.03 |
| Total | 285 | $ 115,555.13 | |
| DISTRIBUTION OF ABOVE— | | | |
| Maintenance of way and structures | 176 | $ 54,615.80 | $ 1.20 |
| Maintenance of equipment | 11 | 5,871.10 | 1.78 |
| Conducting transportation | 98 | 55,068.83 | 1.70 |
| Total | 285 | $ 115,555.13 | |

Number of employes in Iowa ..... 140

Amount paid ..... $ 63,706.20

## PASSENGER, FREIGHT AND TRAIN MILEAGE.

| | | |
|---|---|---|
| PASSENGER TRAFFIC— | | |
| Number of passengers carried earning revenue | 125,014 | |
| Number of passengers carried one mile | 2,420,098 | |
| Average distance carried, miles | 19.36 | |
| Total passenger revenue (See page 889) | | $ 69,054.57 |
| Average amount received from each passenger | | .55237 |
| Average receipts per passenger per mile | | .02853 |
| Estimated cost of carrying each passenger one mile | | .02821 |
| Passenger earnings per mile of road operated | | 455.57 |
| Passenger earnings per train-mile; all trains earning revenue | | .29075 |
| FREIGHT TRAFFIC— | | |
| Number of tons carried of freight earning revenue | 146,615 | |
| Number of tons carried one mile | 13,462,148 | |
| Average distance haul of one ton, miles | 85.04 | |
| Total freight revenue | | $ 195,555.85 |
| Average amount received for each ton of freight | | 1.33381 |
| Average receipts per ton per mile | | .01565 |
| Estimated cost of carrying one ton one mile | | .01146 |
| Freight earnings per mile of road operated | | 888.49 |
| Freight earnings per train-mile | | .99567 |

| | | |
|---|---|---|
| **PASSENGER AND FREIGHT:** | | |
| Passenger and freight earnings | | $ 205,827.15 |
| Passenger and freight earnings per mile of road | | 1,344.06 |
| Expense per mile of road | | 1,070.37 |
| Total earnings per mile of road, including mails, express, etc | | 1,362.02 |
| Number of passenger trains | 687 | |
| Number of freight trains | 2,824 | |
| **TRAIN MILEAGE:** | | |
| Miles run by passenger trains | 138,106 | |
| Miles run by freight trains | 196,406 | |
| Total mileage trains earning revenue | 334,512 | |
| Miles run by switching trains | 10,008 | |
| Miles run by construction and other trains | 10,046 | |
| Grand total train mileage | 354,656 | |
| Mileage of loaded freight cars—north or east | 1,617,256 | |
| Mileage of loaded freight cars—south or west | | |
| Mileage of empty freight cars—north or east | 669,000 | |
| Mileage of empty freight cars—south or west | | |
| Average number of freight cars in train | 12 | |
| Average number of loaded cars in train | 9 | |
| Average number of empty cars in train | 3 | |
| Average number of tons of freight in train | 52 | |
| Average number of tons of freight in each loaded car | 6 | |

Average number of tons in cars when shipped in car lots.

Average number of tons in cars when shipped in less than car lots.

What per cent does the local freight business of Iowa bear to the total freight business of the entire line?

What per cent does local freight business of Iowa bear to freight originating on your line in Iowa and passing outside the State?

What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?

What per cent does local freight business bear to freight moved across the State from points outside to points inside the State?

What per cent of freight received at each station on your road is local and what per cent inter-State?

What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?

What proportion of earnings is credited to each branch line of your road on business originating on said branches and destined to points on the main line in Iowa, to points on the main line outside the State, or to points on other lines?

Give the amount and kind of freight furnished by each branch line to your main line.

Same for passengers.

This company has not sufficient data from which to be able to make up an intelligent estimate in answer to above questions.



## FREIGHT TRAFFIC MOVEMENT.

No statistics kept.

## DESCRIPTION OF EQUIPMENT.

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. Number. | Kind. | CARS FITTED WITH AUTOMATIC COUPLER. Number. | Kind. |
|---|---|---|---|---|---|---|
| LOCOMOTIVES— | | | | | | |
| Freight | | 12 | 2 | Westinghouse | | |
| Switching | | 9 | 4 | Westinghouse | | |
| Total | | 11 | 6 | | | |
| CARS IN PASSENGER SERVICE— | | | | | | |
| First-class passenger cars | | 3 | 3 | Westinghouse | 3 | Miller |
| Baggage, express and postal cars | | 3 | 3 | Westinghouse | 3 | Miller |
| Total | | 6 | 6 | | 6 | |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Box cars | | 50 | | | | |
| Flat cars | | 39 | | | | |
| Coal cars | | 131 | | | | |
| Total | | 220 | | | | |
| CARS IN COMPANY'S SERVICE— | | | | | | |
| Derrick cars—pile driver | | 1 | | | | |
| Caboose cars | | 7 | | | | |
| Total | | 8 | | | | |
| Total owned | | 234 | 6 | | 6 | |
| Grand total | | 234 | 6 | | 6 | |

As none of this equipment is for exclusive use in Iowa we are unable to duplicate this statement for Iowa.

## MILEAGE.

### A. MILEAGE OF ROAD OPERATED.

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Miles of single track | 180.90 | | | | | 39.11 | 220.10 | | 129.62 | 61.37 |
| Miles of yard track, sidings and spurs | 12.08 | | | | | .29 | 12.37 | | 12.37 | |
| Total mileage operated (all tracks) | 193.07 | | | | | 39.40 | 232.37 | | 141.99 | 61.37 |

### B. MILEAGE OF LINE BY STATES AND TERRITORIES.

#### I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | New line constructed during year. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Iowa | 77.53 | | | | | | 77.53 | 39.11 | 37.76 | 39.77 |
| Missouri | 103.46 | | | | | | 103.46 | | 81.86 | 21.60 |
| Total mileage operated (single track) | 180.99 | | | | | | 180.99 | 39.11 | 129.62 | 61.37 |



MILEAGE—CONTINUED.

#### II. MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | New line constructed during year. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. Iron. | RAILS. Steel. |
|---|---|---|---|---|---|---|---|---|---|---|
| Iowa | 77.53 | | | | | | 77.53 | 39.11 | 37.76 | 39.77 |
| Missouri | 103.46 | | | | | | 103.46 | | 81.86 | 21.60 |
| Total miles owned (single track) | 180.99 | | | | | | 180.99 | 39.11 | 129.62 | 61.37 |

## RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|---|---|---|---|---|---|---|
| Kind. | Tons. | Weight per yard, lbs. | Average price per ton at distributing point. | Kind. | Number. | Average price at distributing point. |
| Steel—2d hand | 1,092.30 | 56 | $ 24.00 | White or Burr oak | 43,125 | 35 |
| Total | 1,092.30 | 56 | 24.00 | Total | 43,125 | 35 |

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | Wood, cords—soft. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|
| Passenger | 3,340.00 | 50.50 | 3,378.75 | 140,776 | 48 |
| Freight | 11,105.00 | 100.00 | 11,155.00 | 199,987 | 111.89 |
| Switching | 236.00 | 1.00 | 236.50 | 10,098 | 46.84 |
| Construction | 210.50 | 1.00 | 211.00 | 10,046 | 42 |
| Total | 14,900.50 | 161.50 | 14,981.25 | 360,907 | 83.16 |
| Average cost at distributing point. | 1.51 | 1.00 | | | |

## ACCIDENTS TO PERSONS IN IOWA.

| KIND OF ACCIDENT. | EMPLOYES. | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN, AND WATCHMEN. | | OTHER EMPLOYES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling | | 12 | | | | 10 | | 22 |
| Falling from trains | | | | | | | | |
| Other causes | | 9 | | | | 3 | | 12 |
| Total | | 21 | | | | 13 | | 34 |



## ACCIDENTS TO PERSONS IN IOWA—CONTINUED.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Other causes | | | | 1 | | | | 1 |
| Total | | | | 1 | | | | 1 |

## ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYES. | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN, AND WATCHMEN. | | OTHER EMPLOYES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling | | 8 | | | | | | 8 |
| Falling from trains and engines | | 1 | | | | | | 1 |
| At stations | | 2 | | | | | | 2 |
| Other causes | | 1 | | | 1 | 9 | 1 | 10 |
| Total | | 12 | | | 1 | 9 | 1 | 21 |

## ACCIDENTS TO PERSONS—CONTINUED.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| At stations | | | 1 | 1 | | | 1 | 1 |
| Other causes | | | 1 | | | | 1 | |
| Total | | | 2 | | | | 2 | 1 |

CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Ascending grades. | | | Descending grades. | | |
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | Length of level line—miles. | Number. | Sum of ascents—feet. | Aggregate length of ascending grades—miles. | Number. | Sum of descents—feet. | Aggregate length of descending grades—miles. |
| Vielle, Iowa | Carrollton, Missouri | 180.99 | 279 | 50.40 | 121.69 | 18.1 | 89 | 2,620 | 66.8 | 91 | 2,441 | 55.54 |
| Runs over Wab. Western track from | Bloomfield, Iowa, to Moulton, Iowa. | 14.11 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total | | 265.10 | 279 | 50.40 | 121.69 | 18.1 | 89 | 2,620 | 66.8 | 91 | 2,441 | 55.54 |



CHARACTERISTICS OF ROAD—CONTINUED.

BRIDGES:

| | |
|---|---|
| Number wooden | 21 |
| Number combination | 1 |

TRESTLES:

| | |
|---|---|
| Number | 301 |
| Aggregate length, 29,486½ feet; miles | 5.58 |

GAUGE OF TRACK:

Four feet eight and one half inches.

TELEGRAPH:

Owned by this company, 213 miles of line.
Owned by this company, 309 miles of wire.
Operated by this company, 213 miles of line.
Operated by this company, 309 miles of wire.

## QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt?

No funded debt.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic.

Interstate Commerce Railway Association.
Western Freight Association.

The cost and actual present cash value of road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road, and all fixtures and conveniencies for transacting its business.

For cost see page 887. We are ignorant of present cash value.

The average amount of tonnage that can be carried on your road in the State by an engine of given weight.

Engine with 18x24 cylinder will haul 380 tons.

STATE OF IOWA, }
COUNTY OF LEE. } ss.

We, the undersigned, C. M. Levey, General Superintendent, and J. H. Sturgis, Auditor, of the Chicago, Burlington & Kansas City Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

C. M. LEVEY,
*General Superintendent.*

J. H. STURGIS,
*Auditor and Assistant Treasurer.*

Sworn and subscribed to before me this 6th day of January, 1890.

J. H. STURGIS, *Notary Public*

# ANNUAL REPORT

OF THE

# ST. LOUIS, KEOKUK & NORTHWESTERN RAILROAD COMPANY

TO THE

## BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA,

FOR THE YEAR ENDING JUNE 30, 1889.

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### HISTORY.

Name of common carrier making this report:
St. Louis, Keokuk & Northwestern Railroad Company.

Date of organization:
December 3, 1887.

Under laws of what government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof:
Iowa Code, chapter one of title nine.

If a consolidated company, name the constituent companies? Give reference to charters of each, and all amendments of same:
St. Louis, Keokuk & Northwestern Railroad Company, articles of incorporation dated December 3, 1887. Mt. Pleasant & Keokuk Railroad Company, articles of corporation dated April 4, 1889.

Date and authority for each consolidation:
Of date June 17, 1889, the St. Louis, Keokuk & Northwestern Railroad Company purchased the road property and franchises of the Mt. Pleasant & Keokuk Railroad Co.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized:
The St. Louis, Keokuk & Northwestern Railroad Company was formed to purchase the property of the St. Louis, Keokuk & Northwestern Railway Company, which was organized under the laws of Iowa, May 17, 1875, and sold under foreclosure of mortgage October 15, 1887.



### ORGANIZATION.

| NAMES OF DIRECTORS. | POST-OFFICE ADDRESS. | DATE OF EXPIRATION OF TERM. |
|---|---|---|
| J. C. Peasley | Chicago, Illinois | At the end of one year, or when their successors are elected and qualified. |
| W. W. Baldwin | Burlington, Iowa | |
| J. T. Remey | Burlington, Iowa | |
| J. N. Blythe | Burlington, Iowa | |
| H. B. Scott | Burlington, Iowa | |

Total number of stockholders at date of last election?
Six.

Date of last meeting of stockholders for election of directors?
April 24, 1889.

Give post-office address of general office?
Keokuk, Iowa.

Give post-office address of operating office?
Keokuk, Iowa.

### OFFICERS.

| TITLE. | NAME. | LOCATION OF OFFICE. |
|---|---|---|
| President | W. W. Baldwin | Burlington, Iowa. |
| First Vice-President | J. C. Peasley | Chicago, Illinois. |
| Second Vice-President | H. B. Stone | Chicago, Illinois. |
| Secretary | J. H. Sturgis | Keokuk, Iowa. |
| Treasurer | J. C. Peasley | Chicago, Illinois. |
| Assistant Treasurer | J. H. Sturgis | Keokuk, Iowa. |
| Assistant Secretary | A. E. Jarvis | Burlington, Iowa. |
| Chief Engineer | Ed. M. Gilchrist | Keokuk, Iowa. |
| General Attorney | H. H. Trimble | Keokuk, Iowa. |
| Assistant Attorney | Palmer Trimble | Keokuk, Iowa. |
| Auditor | J. H. Sturgis | Keokuk, Iowa. |
| General Auditor | J. L. Lathrop | Chicago, Illinois. |
| General Freight Agent | Howard Elliott | Keokuk, Iowa. |
| Assistant General Freight Agent | D. O. Ives | Keokuk, Iowa. |
| General Passenger Agent | Howard Elliott | St. Louis, Missouri. |
| Assistant General Passenger Agent | J. H. Palmer | St. Louis, Missouri. |
| General Superintendent | C. M. Levoy | Keokuk, Iowa. |
| Superintendent | W. E. Cunningham | Hannibal, Missouri |
| Master Mechanic | W. H. Bartlett | Keokuk, Iowa. |
| Superintendent of Telegraph | M. A. Baker | Hannibal, Missouri |
| General Baggage Agent | E. A. Soad | Chicago, Illinois. |

## PROPERTY OPERATED.

| NAME. | TERMINALS. FROM— | TERMINALS. TO— | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|---|---|---|---|
| MAIN LINE OWNED— | | | | |
| St. Louis, Keokuk & Northwestern Railroad | Keokuk, Iowa | West Quincy, Missouri | 36.54 | |
| | Moody, Missouri | Hannibal, Missouri | 15.15 | |
| | Hannibal, Missouri | Louisiana, Missouri | 25.28 | |
| | Louisiana, Missouri | St. Peters, Missouri | 53.44 | 128.48 |
| LINE OPERATED UNDER LEASE— | | | | |
| *Keokuk & Northwestern Railroad | Mt. Pleasant Junction, Iowa | Keokuk, Iowa | 48.09 | 48.09 |
| LINES OPERATED UNDER TRACKAGE RIGHTS— | | | | |
| Quincy Bridge Co. and C., B. & Q. R. R | West Quincy, Missouri | Quincy, Illinois | 2.41 | |
| Hannibal & St. Joseph Railroad | West Quincy, Missouri | Moody, Missouri | 3.87 | |
| Hannibal Bridge Co | Hannibal, Missouri | Hannibal, Missouri | .42 | |
| Missouri, Kansas & Texas Railway | Hannibal, Missouri | Hannibal, Missouri | .32 | |
| Chicago & Alton Railroad | Louisiana, Missouri | Louisiana, Missouri | .44 | |
| Wabash Western Railway | St. Peters, Missouri | Tayon Avenue, St. Louis, Missouri | 31.71 | |
| Wabash Western Railway | Ferguson, Missouri | Cherry street, St. Louis, Missouri | 10.04 | |
| St. Louis Union Depot Company | Tayon Avenue, St. Louis, Missouri | Union Depot, St. Louis, Missouri | .40 | |
| Chicago, Burlington & Quincy Railroad | Mt. Pleasant Junction, Iowa | Mt. Pleasant, Iowa | .96 | 51.23 |
| Total mileage operated | | | 227.80 | 227.80 |
| Total mileage operated in Iowa | | | 52.93 | 52.04 |

*The Keokuk & Northwestern Railroad was sold under the foreclosure of its mortgage March 1, 1889, afterwards purchased by Mt. Pleasant & Keokuk Railroad Company, and by them sold on June 17, 1889, to the St. Louis, Keokuk & Northwestern Railroad Company, who took possession July 1, 1889, and made it part of their main line.



## CAPITAL STOCK.

| DESCRIPTION. | Par value of shares. | Total par value authorized. | Total amount issued and outstanding. | MARKET PRICE OF SHARES. June 30, 1889. | MARKET PRICE OF SHARES. Average for year. |
|---|---|---|---|---|---|
| CAPITAL STOCK— | | | | | |
| Common | $ 100.00 | $ 8,000,000.00 | $ 4,009,500.00 | No market value. | |
| Total | | $ 8,000,000.00 | $ 4,000,500.00 | | |

| MANNER OF PAYMENT FOR CAPITAL STOCK. | NUMBER OF SHARES. | GIVE PARTICULARS AND EXPLANATIONS. |
|---|---|---|
| Issued for purchase of the property | 40,000 | The property of the St. L., K. & N. W. R'y Co. was sold under foreclosure of its mortgage Oct. 15, 1887, and bought by this company from the purchaser in exchange for 40,000 shares of stock and its first mortgage bond for $2,569,000. The Board of Directors voted, April 19, 1888, to pay $100 to each of the five incorporators of the company and authorized the president and secretary to issue one share of stock to each of them in payment thereof. |
| Issued for services | 5 | |
| Total | 40,005 | |

| | |
|---|---|
| Amount of stock per mile of road | $ 31,157.14 |
| Amount of stock representing the road in Iowa, estimated | 93,100.05 |
| Amount of stock held in Iowa | 400.00 |
| Total number of stockholders | 6 |
| Number of stockholders in Iowa | 4 |

## FUNDED DEBT.

### COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

| CLASS OF BOND OR OBLIGATION. | TIME. | | Amount of authorized issue. | Amount issued. | Amount outstanding. | Cash realized on amount issued. | INTEREST. | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Date of issue. | When due. | | | | | Rate. | When payable. | Amount accrued during year. | Amount paid during year. |
| First mortgage | Feb. 1, 1888 | Feb. 1, 1928 | * | $ 2,569,600.00 | $ 2,569,600.00 | † | 6 | Feb. 1, Aug. 1. | $ 154,176.00 | $ 154,176.00 |
| Total | | | | $ 2,569,600.00 | $ 2,569,600.00 | | | | $ 154,176.00 | $ 154,176.00 |
| Amount of funded debt representing road in Iowa | | | | 59,800.00 | | | | | | |

† This bond and 40,000 shares of stock were issued in exchange for the property. See "Capital Stock."

* Not to exceed $20,000 per mile for each mile of its completed railroad, whether built by it or acquired, and $10,000 per mile additional for second track, and such additional sum or sums as may be required to construct a steel bridge over the Missouri River, and for terminal facilities in St. Louis, the expenditure for such bridge not to exceed $1,000,000, and for such terminals not to exceed $3,000,000.

### RECAPITULATION OF FUNDED DEBT.

| ACCOUNT | Amount issued. | Amount outstanding. | INTEREST. | |
|---|---|---|---|---|
| | | | Amount accrued during year. | Amount paid during year. |
| Bonds | $ 2,569,600.00 | $ 2,569,600.00 | $ 154,176.00 | $ 154,176.00 |
| Total | $ 2,569,600.00 | $ 2,569,600.00 | $ 154,176.00 | $ 154,176.00 |



## CURRENT ASSETS AND LIABILITIES.

### CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

| | |
|---|---|
| Cash | $ 158,361.18 |
| Due from agents | 1,469.45 |
| Due from solvent companies and individuals | 59,542.03 |
| Other cash assets, United States Post-office Department | 8,410.05 |
| Total | $ 227,783.61 |
| Materials and supplies on hand | 81,093.06 |

### CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1889.

| | |
|---|---|
| Audited vouchers and accounts | $ 84,881.30 |
| Wages and salaries | 35,403.28 |
| Net traffic balances due to other companies | 86,759.84 |
| Rentals due July 1 | 11,379.86 |
| Miscellaneous, United States Circuit Court | 1,600.00 |
| Employes' relief fund | 166.05 |
| Balance—cash assets | 7,000.40 |
| Total | $ 227,783.61 |

## RECAPITULATION.

### FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

| ACCOUNT. | TOTAL AMOUNT OUTSTANDING. | APPORTIONMENT. | | AMOUNT PER MILE OF ROAD. | | EXPLANATORY REMARKS. |
|---|---|---|---|---|---|---|
| | | To Railroads. | To other Properties. | Miles. | Amount. | |
| Capital stock | $ 4,000,500.00 | $ 4,000,500.00 | ..... | 128.48 | $ 31,137.14 | |
| Bonds | 2,569,600.00 | 2,569,600.00 | ..... | 128.48 | 20,000.00 | |
| Total | $ 6,570,100.00 | $ 6,570,100.00 | ..... | 128.48 | $ 51,137.14 | |

### B. MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN INCOME ACCOUNT.

| NAME OF ROAD. | CAPITAL STOCK. | FUNDED DEBT. | CURRENT LIABILITIES. | TOTAL. | AMOUNT PER MILE OF ROAD. | |
|---|---|---|---|---|---|---|
| | | | | | Miles. | Amount. |
| St. Louis, Keokuk & Northwestern Railroad | $ 4,000,500.00 | $ 2,569,600.00 | ..... | $ 6,570,100.00 | 128.48 | $ 51,137.14 |
| Mt. Pleasant & Keokuk Railroad | 1,443,300.00 | ..... | ..... | 1,434,300.00 | 48.09 | 30,011.22 |
| Grand total | $ 5,443,800.00 | $ 2,569,600.00 | ..... | $ 8,013,400.00 | 176.57 | $ 81,148.36 |
| For Iowa— | | | | | | |
| St. Louis, Keokuk & Nertwestern Railroad (estimated) | $ 93,100.00 | $ 59,800.00 | ..... | $ 152,900.00 | 2.99 | $ 51,137.14 |
| Mt. Pleasant & Keokuk Railroad | 1,443,300.00 | ..... | ..... | 1,443,300.00 | 48.09 | 30,011.22 |
| Total for Iowa | $ 1,536,400.00 | $ 59,800.00 | ..... | $ 1,596,200.00 | 51.08 | $ 81,148.36 |



## PERMANENT IMPROVEMENTS FOR THE YEAR.

| ITEM. | EXPENDITURES DURING THE YEAR. | | | Credits, property and material sold. | Differences or net additions to property, etc. |
|---|---|---|---|---|---|
| | Included in operating expenses. | Not included in operating expenses. | Total expenditures. | | |
| CONSTRUCTION— | | | | | |
| Other real estate | $ ..... | $ 300.00 | $ 400.00 | $ 100.00 | |
| Bridges and trestles | 10,260.88 | 10,260.88 | ..... | 10,260.88 | |
| Buildings, furniture and fixtures | 718.31 | 718.31 | ..... | 718.31 | |
| Sidings and yard extentions | 2,370.05 | 2,370.05 | ..... | 2,370.05 | |
| Purchased of constructed road | 84,654.16 | 84,654.16 | ..... | 84,654.16 | |
| Total construction | $ 71,804.02 | $ 71,804.02 | $ 400.00 | $ 71,404.02 | |

Expended for construction and equipment, in Iowa, $1,011.24.

No permanent improvements included in operating expenses.

Purchase of constructed road: Excess of receivers assets over his liabilities acquired by purchase of property in his hands ..... $ 85,203.76

Paid directors for services in organization ..... 500.00

Recording deed to company and mortgage of its property ..... 40.00

Total ..... $ 84,654.16

## COST OF ROAD AND EQUIPMENT.

| ITEM. | Total cost to June 30, 1888. | Net additions during year. | Total cost to June 30, 1889. | Cost per mile. |
|---|---|---|---|---|
| CONSTRUCTION— | | | | |
| Other real estate | $ ..... | $ 100.00 | $ 100.00 | ..... |
| Bridges and trestles | 3,110.56 | 10,260.88 | 13,380.44 | ..... |
| Buildings, furniture and fixtures | ..... | 718.31 | 718.31 | ..... |
| Sidings and yard extentions | ..... | 2,370.05 | 2,370.05 | ..... |
| Purchase of constructed road | 6,182,277.02 | 84,654.16 | 6,097,622.86 | ..... |
| Total construction | $ 6,185,386.58 | $ 71,404.02 | $ 6,113,991.66 | $ 47,587.10 |
| EQUIPMENT— | | | | |
| Locomotives | $ 82,500.00 | ..... | $ 82,500.00 | ..... |
| Passenger cars | 46,200.00 | ..... | 46,200.00 | ..... |
| Baggage, Express and postal cars | 16,500.00 | ..... | 16,500.00 | ..... |
| Combination cars | 4,500.00 | ..... | 4,500.00 | ..... |
| Freight cars | 194,063.00 | ..... | 194,063.00 | ..... |
| Other cars of all classes | 10,476.00 | ..... | 10,476.00 | ..... |
| Total equipment | $ 355,120.00 | ..... | $ 355,120.00 | $ 2,764.08 |
| Grand total cost construction and equipment | $ 6,540,525.58 | $ 71,404.02 | $ 6,469,120.66 | $ 50,351.18 |

Grand total cost construction and equipment of road, in Iowa (estimated), $150,500.03.

## INCOME ACCOUNT.

| | | |
|---|---|---|
| Gross earnings from operation | $1,170,074.19 | |
| Less operating expenses | 892,092.67 | |
| Income from operation | | $ 277,981.52 |
| Rentals of tracks, yards and terminals | $ 3,500.00 | |
| Miscellaneous income—less expenses | 271.87 | |
| Income from other sources | | $ 3,771.87 |
| Total income | | $ 281,753.39 |
| DEDUCTIONS FROM INCOME— | | |
| Interest on funded debt accrued | $ 154,176.00 | |
| Rentals, including tracks, yards and terminals | 132,099.65 | |
| Taxes | 20,461.05 | |
| Total deductions from income | | $ 306,736.70 |
| Deficit | | $ 24,983.31 |
| Other payments from net income (Keokuk union depot) | $ 40.54 | |
| Total | | $ 40.54 |
| Deficit from operations of year ending June 30, 1889 | | $ 25,023.85 |
| Surplus on June 30, 1888 | | 18,094.64 |
| Deficit on June 30, 1889 | | $ 6,929.21 |



## EARNINGS FROM OPERATION.

| | | |
|---|---|---|
| PASSENGER— | | |
| Passenger revenue | $ 261,311.03 | |
| Total passenger revenue | | $ 261,311.03 |
| Mail | $ 29,961.91 | |
| Deductions account of repayments, etc | 190.00 | |
| | | 29,771.91 |
| Express | | 20,037.02 |
| Extra baggage and storage | | 2,351.26 |
| Other items (news privilege on trains) | | 600.00 |
| Special baggage cars | | 51.79 |
| Total passenger earnings | | $ 314,023.01 |
| FREIGHT— | | |
| Freight revenue | $ 842,250.17 | |
| Total freight revenue | | $ 842,250.17 |
| Other items (demurrage) | | 338.00 |
| Total freight earnings | | $ 842,588.17 |
| Total passenger and freight earnings | | $1,156,611.18 |
| OTHER EARNINGS FROM OPERATION— | | |
| Switching charges—balance | | $ 11,454.40 |
| Telegraph companies | | 1,020.72 |
| Rentals not otherwise provided for | | 547.28 |
| Other sources | | 440.52 |
| Total other earnings | | $ 13,463.01 |
| Total gross earnings from operation | | $1,170,074.19 |
| Total gross earnings from operation in Iowa (estimated) | | $ 70,638.23 |
| Operating expenses per mile of road | | $ 3,816.12 |
| Operating expenses per train-mile | | 1.11 |
| Proportion of operating expenses and taxes for Iowa (estimated) | | 56,777.13 |
| Percentage of expenses to earnings (See "Operating Expenses") | | |
| Net earnings per train-mile | | .35 |
| Percentage of earnings to stock and debt | | 16 |
| Percentage of earnings to cost of road and equipment | | 12 |
| Surplus at the commencement of the year (See "Income Account") | | |
| Surplus at the close of the year (See "Income Account") | | |

## BONDS OWNED.

None.

## STOCKS OWNED.

| NAME. | Total par value. | Rate. | Income or dividend received. |
|---|---|---|---|
| Hannibal Union Depot company | $ 7,600.00 | | |
| Keokuk Union Depot company | 425.75 | | |
| Total | $ 8,025.75 | | |

## RENTALS RECEIVED

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

| DESIGNATION AND SITUATION OF PROPERTY LEASED. | NAME OF COMPANY USING PROPERTY LEASED. | ITEM. | TOTAL. |
|---|---|---|---|
| TRACKS— | | | |
| From Keokuk, Ia., to Alexandria, Mo. | Keokuk & Western Railroad | | $ 3,500.00 |
| Grand total rentals received | | | $ 3,500.00 |



## MISCELLANEOUS INCOME.

| | |
|---|---|
| Interest and exchange | $ 18.65 |
| Profit and loss | 253.22 |
| Total | $ 271.87 |

Road crossings signs and cattle-guards charged to repairs of roadway.

Repairs of machinery and tools charged to the work for which they are used.

Wages of switchmen and flagmen at stations charged to wages of station agents, etc.
Flagmen and switchmen not at stations charged to repairs of roadway.

## OPERATING EXPENSES.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| MAINTENANCE OF WAY AND STRUCTURES— | | | |
| Repairs of roadway | $ 30,465.53 | $ 51,870.32 | $ 82,335.85 |
| Renewals of rails | 12,536.08 | 21,345.22 | 33,881.30 |
| Renewals of ties | 9,851.19 | 16,719.59 | 26,570.78 |
| Repairs of bridges and culverts | 17,823.58 | 30,348.25 | 48,171.83 |
| Repairs of fences, road-crossings, signs, and cattle-guards | 617.60 | 1,051.59 | 1,669.19 |
| Repairs of buildings | 1,297.63 | 2,209.48 | 3,507.11 |
| Repairs of telegraph | 263.40 | 448.48 | 711.88 |
| Other expenses, joint expense with W. W. R'y, St. Peters to St. Louis | 11,929.54 | 20,312.46 | 32,242.00 |
| Total | $ 84,762.55 | $ 144,325.39 | $ 229,087.94 |
| MAINTENANCE OF EQUIPMENT— | | | |
| Repairs and renewals of locomotives | $ 22,853.00 | $ 38,911.86 | $ 61,764.86 |
| Repairs and renewals of passenger cars | 12,108.33 | | 12,108.33 |
| Repairs and renewals of freight cars | | 28,240.85 | 28,240.85 |
| Other expenses, joint expense with W. W. R'y, St. Peters to St. Louis | | 41.50 | 41.50 |
| Total | $ 34,961.33 | $ 67,203.21 | $ 102,164.54 |
| CONDUCTING TRANSPORTATION— | | | |
| Wages of engineemen, firemen, and roundhousemen | $ 24,265.27 | $ 41,316.52 | $ 65,581.79 |
| Fuel for locomotives | 27,935.40 | 46,807.71 | 74,393.30 |
| Water-supply for locomotives | 1,752.94 | 2,984.72 | 4,737.66 |
| All other supplies for locomotives | 2,503.18 | 4,262.16 | 6,765.34 |
| Wages of other trainmen | 21,812.96 | 37,141.01 | 58,953.99 |
| All other train supplies | 2,231.32 | 3,799.25 | 6,030.57 |
| Expense of telegraph, including train dispatchers and operators | 5,249.99 | 8,939.17 | 14,189.16 |
| Wages of station agents, clerks and laborers | 19,740.28 | 33,611.81 | 53,352.09 |
| Station supplies | 3,112.13 | 5,299.01 | 8,411.14 |
| Switching charges—balance | 494.44 | 11,475.48 | 11,969.92 |
| Car mileage—balance | 6,336.44 | 42,313.26 | 48,649.70 |
| Loss and damage | 2,960.28 | 5,106.88 | 8,106.16 |
| Injuries to persons | 1,553.10 | 2,699.58 | 3,252.68 |
| Quincy freight and passenger depot | 3,076.92 | 5,239.08 | 8,316.00 |
| Passenger depot, St. Louis & Hannibal | 1,985.88 | 3,381.34 | 5,367.22 |
| Other expenses: | | | |
| Rent of engine | 7,791.16 | 13,266.02 | 21,057.18 |
| Joint expense with W. W. R'y, St. Peters to St. Louis | 32,246.94 | 54,906.94 | 87,153.88 |
| Total | $ 164,357.74 | $ 322,009.94 | $ 486,367.68 |

OPERATING EXPENSES—CONTINUED.

| ITEM. | Chargeable to passenger traffic. | Chargeable to freight traffic. | Total. |
|---|---|---|---|
| GENERAL EXPENSES— | | | |
| Salaries of officers | $ 3,030.07 | $ 4,889.04 | $ 7,919.11 |
| Salaries of clerks | 5,199.98 | 8,854.02 | 14,054.00 |
| General office expenses and supplies | 2,091.74 | 3,551.60 | 5,643.34 |
| Agencies, including salaries and rent | 6,565.18 | 11,178.54 | 17,743.72 |
| Advertising and printing | 7,417.09 | 12,630.53 | 20,048.46 |
| Commissions | 2,279.82 | | 2,279.82 |
| Insurance | 781.83 | 1,331.20 | 2,113.03 |
| Expense of traffic associations | 376.92 | 641.78 | 1,018.70 |
| Legal expenses | 1,019.80 | 1,736.41 | 2,756.21 |
| Stationery and printing (See note) | | | |
| Other general expenses | 125.00 | 212.92 | 337.92 |
| Joint expense with W. W. R'y, St. Peters to St. Louis | 202.82 | 345.32 | 548.14 |
| Total | $ 29,091.15 | $ 45,381.36 | $ 74,472.51 |
| RECAPITULATION OF EXPENSES— | | | |
| Maintenance of way and structures | $ 84,762.55 | $ 144,325.39 | $ 229,087.94 |
| Maintenance of equipment | 34,961.53 | 67,203.21 | 102,164.54 |
| Conducting transportation | 164,357.74 | 322,009.94 | 486,367.68 |
| General expenses | 29,091.15 | 45,381.36 | 74,472.51 |
| Grand total | $ 313,172.77 | $ 578,919.90 | $ 892,092.67 |
| Operating expenses for Iowa (estimated) | | | 53,685.45 |
| Percentage of operating expenses to earnings | | | 75 |

Advertising and printing--Printing included here other than for advertising covers, tickets, passes and operating time cards.

Stationery and printing, except as above, included in general office supplies.

FENCING IN IOWA.

| | |
|---|---|
| How many miles of fencing have you on your road in Iowa | 45.05 |
| What is the average cost per rod, cents | 65 |
| How many miles of new fencing have you built during the year | None. |
| Give the number of miles needed to complete your fencing in Iowa | None. |



RENTS PAID FOR LEASE OF ROAD.

| NAME OF ROAD. | INTEREST ON BONDS GUARANTEED. | DIVIDENDS ON STOCK GUARANTEED. | CASH. | TOTAL. |
|---|---|---|---|---|
| Keokuk & Northwestern Railroad | | | $ 17,686.57 | $ 17,686.57 |
| Total | | | $ 17,686.57 | $ 17,686.57 |

RENTS PAID FOR LEASE OF OTHER PROPERTY.

| DESIGNATION OF PROPERTY. | SITUATION OF PROPERTY LEASED. | NAME OF COMPANY OWNING PROPERTY LEASED. | ITEM. | TOTAL. |
|---|---|---|---|---|
| Tracks | Hannibal, Missouri | Wabash Railway | $ 1,080.00 | |
| Tracks | West Quincy to Moody, Missouri | Hannibal & St. Joseph Railroad | 4,778.08 | |
| Tracks, bridge and yard | West Quincy to Quincy, Illinois | Quincy Bridge Co. and C., B. & Q. R. R. | 25,120.10 | |
| Tracks, yards and terminals | St. Peters to St. Louis | Wabash Western Railway | 95,345.08 | |
| Total | | | | $ 174,323.08 |
| Yards | Hannibal, Missouri | Hannibal & St. Joseph Railroad | $ 90.00 | |
| Total | | | | 90.00 |
| Total rentals | | | | $ 114,413.08 |
| Grand total rentals paid | | | | $ 128,099.65 |

## GENERAL BALANCE SHEET.

### DEBIT.

| | | |
|---|---|---|
| Cost of road | $ 6,113,991.66 | |
| Cost of equipment | 355,129.00 | |
| Stocks of other companies owned | 8,025.75 | |
| Cash and current assets | 7,600.40 | |
| OTHER ASSETS— | | |
| Materials and supplies | $ 81,063.66 | |
| Profit and loss | 6,503.46 | |
| Total | | $ 6,572,313.93 |

### CREDIT.

| | | |
|---|---|---|
| Capital stock | $ 4,000,500.00 | |
| Funded debt | 2,560,600.00 | |
| Insurance fund | 2,213.93 | |
| Total | | $ 6,572,313.93 |

## CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

### RESOURCES TO ACCOUNT FOR.

| | | |
|---|---|---|
| NET INCOME: | | |
| From operation | $ 277,981.52 | |
| From other sources | 3,771.87 | |
| Total | | $ 281,753.39 |
| INCREASE IN LIABILITIES— | | |
| Sale of stocks | $ 500.00 | |
| Increase in current liabilities | 145,897.94 | |
| Total | | $ 146,397.94 |
| MISCELLANEOUS: | | |
| Insurance fund | $ 1,885.29 | |
| Total | | $ 1,885.29 |
| Grand total | | $ 430,036.62 |

### RESOURCES ACCOUNTED FOR.

| | | |
|---|---|---|
| FIXED CHARGES: | | |
| Interest on funded debt | $ 154,176.00 | |
| Rentals | 132,099.65 | |
| Taxes | 20,461.05 | |
| Total | | $ 306,736.70 |
| BETTERMENTS TO PROPERTY— | | |
| Other permanent improvements | $ 71,404.92 | |
| Total | | $ 71,404.92 |
| INCREASE IN ASSETS— | | |
| Cash on hand | $ 108,132.24 | |
| Cash assets | 30,838.55 | |
| Other assets | 55,693.51 | |
| Total | | $ 194,664.30 |
| MISCELLANEOUS— | | |
| Securities purchased | $ 40.54 | |
| Total | | $ 40.54 |
| Grand total | | $ 430,036.62 |



## IMPORTANT CHANGES DURING THE YEAR.

Contributed to organization of Keokuk Union Depot Company, $40.54.

By contract with the Wabash Western Railway Company, this company, on and after September 15, 1888, ran its own trains between St. Peters and St. Louis, Missouri, paying rent for the property, and a proportion of cost of maintenance, etc., on wheelage basis.

## CONTRACTS, AGREEMENTS, ETC.

### EXPRESS COMPANIES.

American Express Company pays on basis of pounds carried one mile with a guaranteed minimum.

### MAILS.

Route, 28,018, between Mt. Pleasant, Iowa, and St. Peters, Missouri, $28,481.34 per annum. Route 28,068, between St. Peters, Missouri, and St. Louis, Missouri, $1,914.81 per annum, from March 15, 1889.

### SLEEPING, PARLOR OR DINING CAR COMPANIES.

Pullman's Palace Car Company furnishes sleeping cars for which we pay mileage. The Pullman Company takes all receipts and maintains cars inside, the Railroad Company maintaining them outside.

### OTHER RAILROAD COMPANIES.

Contract with Chicago, Burlington & Quincy Railroad Company for hauling their freight between Hannibal, Missouri, to Quincy, Illinois, at arbitrary rate per car and per cwt.

### TELEGRAPH COMPANIES.

Western Union Telegraph Company. The Railroad Company takes fixed percentages of receipts at stations and other offices on its line of road.

### OTHER CONTRACTS.

C. H. Shaver, news privilege on trains.

SECURITY FOR FUNDED DEBT.

| CLASS OF BOND OR OBLIGATION. | WHAT ROAD MORTGAGED. TO— | WHAT ROAD MORTGAGED. FROM— | Miles. | Amount of mortgage per mile of line. | What equipment mortgaged. | What income mortgaged. | What security has mortgaged. |
|---|---|---|---|---|---|---|---|
| First mortgage 6 per cent bond, due September 1, 1898 | Keokuk, Iowa | Ste. Peters, Missouri | 138.48 | $ 20,666.66 | All the property of the R. R. Co. | | |



EMPLOYES AND SALARIES.

| CLASS. | Number. | Total yearly compensation. | Average daily compensation. |
|---|---|---|---|
| General officers | 7 | $ 15,479 88 | $ .... |
| General office clerks | 55 | 30,906.10 | 1.87 |
| Station agents | 29 | 13,949.50 | 1.26 |
| Other station men | 99 | 36,455.45 | 1.01 |
| Engineers | 34 | 33,480.00 | 3.75 |
| Firemen | 41 | 17,786.40 | 1.86 |
| Conductors | 32 | 25,021.00 | 2.85 |
| Other trainmen | 80 | 30,610.71 | 1.53 |
| Machinists | 13 | 8,250.65 | 2.50 |
| Carpenters | 50 | 21,120.70 | 1.80 |
| Other shopmen | 108 | 45,135.85 | 1.15 |
| Section foremen | 32 | 15,600.00 | 1.35 |
| Other trackmen | 226 | 46,446.25 | 1.07 |
| Switchmen, flagmen and watchmen | 14 | 5,935.50 | 1.42 |
| Telegraph operators and dispatchers | 25 | 10,168.90 | 1.20 |
| All other employes and laborers | 55 | 12,658.30 | 1.38 |
| Total | 900 | $ 375,196.18 | .... |
| DISTRIBUTION OF ABOVE— | | | |
| General administration | 62 | $ 52,475.98 | .... |
| Maintenance of way and structures | 308 | 83,166.95 | .... |
| Maintenance of equipment | 121 | 53,389.50 | .... |
| Conducting transportation | 409 | 186,166.75 | .... |
| Total | 900 | 375,196.18 | .... |

| | | |
|---|---|---|
| Number of employes in Iowa | | 273 |
| Amount paid employes in Iowa | $ | 155,640.12 |

## PASSENGER, FREIGHT, AND TRAIN MILEAGE.

| | | |
|---|---|---|
| **PASSENGER TRAFFIC—** | | |
| Number of passengers carried earning revenue | 211,773 | |
| Number of passengers carried one mile | 10,372,792 | |
| Average distance carried | 48.56 | |
| Total passenger revenue | | $ 261,311.63 |
| Average amount received from each passenger | | 1.23.393 |
| Average receipts per passenger per mile | | .02.543 |
| Estimated cost of carrying each passenger one mile | | .03.048 |
| Passenger earnings per mile of road operated | | 1,378.50 |
| Passenger earnings per train-mile, all trains earning rev. | | 39.184 |
| **FREIGHT TRAFFIC—** | | |
| Number of tons carried of freight earning revenue | 842,017 | |
| Number of tons carried one mile | 95,112,545 | |
| Average distance haul of one ton | 112.95 | |
| Total freight revenue | | 842,350.17 |
| Average amount received for each ton of freight | | 1.00.028 |
| Average receipts per ton per mile | | .886 |
| Estimated cost of carrying one ton one mile | | .000 |
| Freight earnings per mile of road operated | | 3,698.80 |
| Freight earnings per train mile, freight and mixed trains | | 1.64.102 |
| **PASSENGER AND FREIGHT—** | | |
| Passenger and freight earnings | | 1,156,511.18 |
| Passenger and freight earnings per mile of road | | 5,077.30 |
| Total earnings per mile of road, including mails, express, etc. | | 5,136.40 |
| Number of passenger trains | 1,999 | |
| Number of freight trains | 7,012 | |
| Number of mixed trains | 626 | |
| **TRAIN MILEAGE—** | | |
| Miles run by passenger trains | 288,152 | |
| Miles run by freight trains | 482,673 | |
| Miles run by mixed trains | 30,576 | |
| Total mileage trains earning revenue | 801,399 | |
| Miles run by construction, not kept | 5,002 | |
| Grand total train mileage | 806,401 | |
| Mileage of loaded freight cars, north or east | 8,375,747 | |
| Mileage of loaded freight cars, south or west | | |
| Mileage of empty freight cars, north or east | 2,236,754 | |
| Mileage of empty freight cars, south or west | | |
| Average number of freight cars in train | 21 | |
| Average number of loaded cars in train | 16 | |
| Average number of empty cars in train | 5 | |
| Average number of tons of freight in train | 120 | |
| Average number of tons of freight in each loaded car | 7 | |

Average number of tons in cars when shipped in car lots?

Average number of tons in cars when shipped in less than car lots?

What per cent does the local freight business of Iowa bear to the total freight business of the entire line.

What per cent does local freight business of Iowa bear to freight originating on your line in Iowa and passing outside the State?



What per cent does local freight business of Iowa bear to business originating outside the State and destined to points within the State?

What per cent does local freight business bear to freight moved across the State from points outside to points inside the State?

What per cent of freight received at each station on your road is local, and what per cent interstate.

What proportion of earnings is credited to Iowa on business passing across the State, from points beyond to points beyond the State?

What proportion of earnings is credited to Iowa on business originating in Iowa and passing outside the State?

What proportion of earnings is credited to Iowa on business originating outside the State and destined to points within the State?

What proportion of earnings is credited to each branch line of your road on business originating on said branches and destined to points on main line in Iowa, to points on the main line outside the State, or to points on other lines?

Give the amount and kind of freight furnished by each branch line to your main line.

Same for passengers?

From the data we have it is impossible to form an intelligent estimate in answer to above questions.

## FREIGHT TRAFFIC MOVEMENT.

As none of equipment is for exclusive use in Iowa we are unable to duplicate this statement for Iowa.

## DESCRIPTION OF EQUIPMENT.

| ITEM. | Number added during year. | Total number at end of year. | EQUIPPED WITH TRAIN BRAKE. Number. | Kind. | CARS FITTED WITH AUTOMATIC COUPLER Number. | Kind. |
|---|---|---|---|---|---|---|
| LOCOMOTIVES— | | | | | | |
| Passenger | | 5 | 5 | Westinghouse | | |
| Freight | | 10 | 10 | Westinghouse | | |
| Total | | 15 | 15 | | | |
| CARS IN PASSENGER SERVICE— | | | | | | |
| First-class passenger cars | | 10 | 10 | Westinghouse | 9 | Miller |
| Combination passenger cars | | 1 | 1 | Westinghouse | | |
| Baggage, express, and postal cars | | 6 | 6 | Westinghouse | 5 | Miller, 1 Janny |
| Total | | 17 | 17 | | 15 | |
| CARS IN FREIGHT SERVICE— | | | | | | |
| Box cars | | 276 | | | | |
| Flat cars | | 41 | | | | |
| Stock cars | | 103 | | | | |
| Coal cars | | 49 | | | | |
| Total | | 469 | | | | |
| CARS IN COMPANY'S SERVICE— | | | | | | |
| Derrick cars and tool cars | | 2 | | | | |
| Caboose cars | | 14 | | | | |
| Officers' car | | 1 | 1 | Westinghouse | 1 | Miller |
| Total | | 17 | 1 | | 1 | |
| Total owned | | 503 | 18 | | 16 | |
| Grand total | | 503 | 18 | | 16 | |

## MILEAGE.

### A. MILEAGE OF ROAD OPERATED.

| LINE IN USE. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | Line operated under trackage rights. | Total mileage operated. | New line constructed during year. | RAILS. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Iron. | Steel. |
| Miles of single track | 128.36 | ..... | 48.09 | ..... | ..... | 51.23 | 227.68 | ..... | 44.67 | 131.78 |
| Miles of yard track, sidings and spurs | 21.14 | ..... | 2.13 | ..... | ..... | ..... | 23.27 | .79 | 20.99 | 2.48 |
| Total mileage operated (all tracks) | 149.50 | ..... | 50.22 | ..... | ..... | 51.23 | 250.95 | .79 | 65.66 | 134.26 |

### B. MILEAGE OF LINE BY STATES AND TERRITORIES.

#### I. MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

| STATE OR TERRITORY. | Main line owned. | Branch line owned. | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | New line constructed during year. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Iron. | Steel. |
| Iowa | 2.99 | ..... | 48.09 | ..... | ..... | ..... | 51.04 | .96 | 43.09 | 7.99 |
| Missouri | 125.37 | ..... | ..... | ..... | ..... | ..... | 125.37 | 47.86 | ..... | 125.37 |
| Illinois | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2.41 | ..... | ..... |
| Total mileage operated (single track) | 128.36 | ..... | 48.09 | ..... | ..... | ..... | 176.41 | 51.23 | 43.09 | 133.36 |



### MILEAGE—CONTINUED.

#### II. MILEAGE OWNED BY ROAD MAKING THIS REPORT

| STATE OR TERRITORY. | Main line owned. | Branch line owned | Line operated under lease. | Line operated under contract. | Line of proprietary companies. | New line constructed during year. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | RAILS. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Iron. | Steel. |
| Iowa | 2.99 | ..... | ..... | ..... | ..... | ..... | 2.99 | ..... | ..... | 2.99 |
| Missouri | 125.37 | ..... | ..... | ..... | ..... | ..... | 125.37 | ..... | ..... | 125.37 |
| Total miles owned (single track) | 128.36 | ..... | ..... | ..... | ..... | ..... | 128.36 | ..... | ..... | 128.36 |

## RENEWALS OF RAILS AND TIES.

| NEW RAILS LAID DURING YEAR. | | | | NEW TIES LAID DURING YEAR. | | |
|---|---|---|---|---|---|---|
| Kind. | Tons. | Weight per yard, lbs. | Average price per ton at distributing point. | Kind. | Number. | Average price per tie at distributing points. |
| Steel—New steel... | 2,968.82 | 66 | $ 31.38½ | White or Burr oak ..... | 70,734 | 37 7-10 |
| Total ..... | 2,968.82 | 66 | $ 31.38½ | Total ..... | 70,734 | 37 7-10 |

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

| LOCOMOTIVES. | Tons of coal—bituminous. | Wood, cords—soft. | Total fuel consumed, tons. | Miles run. | Average lbs. consumed per mile. |
|---|---|---|---|---|---|
| Passenger ..... | 9,966 | 112.50 | 10,022.25 | 209,151 | 67.01 |
| Freight..... | 28,294 | 406.50 | 28,407.25 | 510,065 | 111.74 |
| Switching..... | 2,339 | 7.50 | 2,342.75 | 99,538 | 47.07 |
| Construction ..... | 883 | 9.00 | 887.50 | 38,665 | 45.90 |
| Total..... | 41,482 | 535.50 | 41,740.75 | 947,399 | 88.13 |
| Average cost at distributing point. | 1.52 | 1.00 | | | |

## ACCIDENTS TO PERSONS IN IOWA.

| KIND OF ACCIDENT. | EMPLOYES. | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN, AND WATCHMEN. | | OTHER EMPLOYES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling..... | ..... | 3 | ..... | ..... | ..... | ..... | ..... | 3 |
| Total..... | ..... | 3 | ..... | ..... | ..... | ..... | ..... | 3 |



## ACCIDENTS TO PERSONS IN IOWA—CONTINUED.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| At stations. ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 |
| Total..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | 1 |

## ACCIDENTS TO PERSONS.

| KIND OF ACCIDENT. | EMPLOYES. | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | TRAINMEN. | | SWITCHMEN, FLAGMEN AND WATCHMEN. | | OTHER EMPLOYES. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Coupling and uncoupling..... | ..... | 6 | ..... | ..... | ..... | 3 | ..... | 9 |
| Falling from train..... | 1 | 6 | ..... | ..... | ..... | 9 | 1 | 15 |
| Overhead obstruction..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 |
| Collisions..... | ..... | 3 | ..... | ..... | ..... | ..... | ..... | 3 |
| Derailments..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... |
| At stations..... | ..... | 3 | ..... | ..... | ..... | 5 | ..... | 8 |
| Other causes..... | ..... | ..... | ..... | ..... | 1 | 9 | 1 | 9 |
| Total..... | 1 | 18 | ..... | ..... | 2 | 27 | 2 | 45 |

## ACCIDENTS TO PERSONS—CONTINUED.

| KIND OF ACCIDENT. | PASSENGERS. | | OTHERS. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TRESPASSERS. | | NOT TRESPASSING. | | TOTAL. | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Collisions..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... |
| At stations ..... | ..... | ..... | 1 | 3 | ..... | 1 | 1 | 4 |
| Other causes ..... | ..... | 1 | 1 | ..... | ..... | ..... | 1 | 1 |
| Total..... | ..... | 1 | 2 | 4 | 1 | 2 | 3 | 7 |

## CHARACTERISTICS OF ROAD.

| WORKING DIVISIONS OR BRANCHES. | | | ALIGNMENT. | | | PROFILE. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FROM— | TO— | MILES. | Number of curves. | Aggregate length of curved line—miles. | Length of straight line—miles. | Length of level line—miles. | Ascending grades. Number. | Ascending grades. Sum of ascents—feet. | Ascending grades. Aggregate length of ascending grades—miles. | Descending grades. Number. | Descending grades. Sum of descents—feet. | Descending grades. Aggregate length of descending grades—miles. |
| Keokuk | St. Louis | 168.01 | 195 | 28.46 | 100.02 | 125.46 | 3 | 50 | 178 | 3 | 49 | 126 |
| St. Louis, Keokuk & Northwestern runs over: | | | | | | | | | | | | |
| Hannibal & St. Jo R. R. track | | 3.87 | | | | | | | | | | |
| M. K. & I. track | | .74 | | | | | | | | | | |
| Chicago & Alton R. R. track | | .44 | | | | | | | | | | |
| Wabash Western R'y track | | 32.26 | | | | | | | | | | |
| Keokuk | Mt. Pleasant | 40.05 | 55 | 9.00 | 39.09 | No level rates of this branch | | | | | | |
| This road runs over the C., B. & Q. track from Mt. Pleasant Junction to Mt. Pleasant | | .96 | | | | | | | | | | |
| Total | | 217.07 | 250 | 37.46 | 139.11 | 125.00 | 3 | 50 | 178 | 3 | 49 | 126 |



### CHARACTERISTICS OF ROAD—CONTINUED.

BRIDGES:

| | |
|---|---|
| Number Iron | 2 |
| Number wooden | 13 |
| Number combination | 15 |

TRESTLES:

| | |
|---|---|
| Number | 320 |
| Aggregate length, 19,027 feet; miles | 3.6 |

GAUGE OF TRACK:

Four feet, eight and one half inches.

TELEGRAPH:

Owned by this company, 220 miles of line.
Owned by this company, 542 miles of wire.
Operated by this company, 220 miles of line.
Operated by this company, 542 miles of wire.

### QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt?
None.

What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs.
Mt. Pleasant, Iowa, depot and track owned by Chicago, Burlington & Quincy Railroad; Keokuk, Iowa, depot and track owned by Chicago, Burlington & Quincy Railroad; Quincy, Illinois, depot and track owned by Chicago, Burlington & Quincy Railroad; Hannibal, Missouri, depot and track owned by Hannibal U. D. Co.; Hannibal, Missouri, depot and track owned by Hannibal & St. Jo. Railroad Company; St. Peters, St. Charles, Bridgeton, Ferguson, Missouri, depot and track owned by Wabash Western Railway company; St. Louis, Missouri, depot and track owned by Wabash Western Railway company; St. Louis, Missouri, depot and track owned by St. Louis Union Depot Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic:

Inter-State Commerce Railway Association, Northwestern Freight Association, Western State Passenger Association, Western Weighing Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road.
None.

The cost and actual present cash value of road and equipment, including permanent way, building and rolling stock, all real estate used exclusively in operating the road, and all fixtures and conveniences for transacting its business:
For cost, see "Cost of Road and Equipment." We are ignorant of present cash value.

The average amount of tonnage that can be carried on your road in the State by an engine of given weight:
Engine with 18x24 cylinders will haul 380 tons.

STATE OF IOWA, } ss.
COUNTY OF LEE. }

We, the undersigned, C. M. Levey, General Superintendent, and J. H. Sturgis, Auditor, of the St. Louis, Keokuk & Northwestern Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

C. M. LEVEY,
*General Superintendent.*

J. H. STURGIS,
*Auditor.*

Subscribed and sworn to before me this 6th day of January, 1890.
J. H. STURGIS, *Notary Public.*

# SCHEDULE

OF

# Reasonable Maximum Rates of Charges

FOR THE TRANSPORTATION OF

## FREIGHT AND CARS,

AND

## CLASSIFICATION OF ROADS.

[The following is a copy of the rate and classification in effect, in Iowa, Jan. 1, 1890.

# STATE OF IOWA.

## SCHEDULE

OF

## REASONABLE MAXIMUM RATES OF CHARGES

FOR THE TRANSPORTATION OF

*Freight and Cars on each of the Railroads in the State of Iowa. Together with a Classification of Freights, prepared by the Railroad Commissioners, in accordance with Section 17, of Chapter 28, of the Acts of the Twenty-Second General Assembly.*

Superseding all former schedules on the said railroads, including all bridges and ferries used or operated in connection with any railroad; and, also, all the roads in use by any corporation, receiver, trustee or other person operating a railroad, whether owned or operated under contract, agreement, lease, or otherwise, or which may hereafter be purchased, leased, acquired or operated within the State of Iowa.

The classification of freights applies to all the lines, regardless of Class. The schedule of maximum rates applies to all Class "A" roads. The rates on Class "B" roads will be FIFTEEN per cent higher, and the rates on Class "C" roads THIRTY per cent higher then the rates named for CLASS "A" roads. The respective roads have been classified by the Executive Council of the State, as follows, which classification is adopted by the Railroad Commissioners, and made a part of this schedule.

## CLASSIFICATION OF ROADS.

### CLASS "A."

Chicago & Northwestern; Chicago, Burlington & Quincy; Chicago, Rock Island & Pacific; Chicago, St. Paul, Minneapolis & Omaha; Chicago, Santa Fe & California; Kansas City, St. Joseph & Council Bluffs; Sioux City & Pacific; Toledo, Peoria & Western; Union Pacific; Chicago, Milwaukee & St. Paul.

### CLASS "B."

Dubuque & Sioux City.

### CLASS "C."

Burlington & Northwestern; Burlington & Western; Burlington, Cedar Rapids & Northern; Chicago, Burlington & Kansas City; Chicago, Iowa & Dakota; Clarinda & St. Louis; Crooked Creek; Des Moines & Northwestern; Des Moines & Kansas City; Central Iowa; Fort Madison & Northwestern; Humeston & Shenandoah; Iowa Northern; Keokuk & Western; Mason City & Fort Dodge; Minneapolis & St. Louis; Chicago, St. Paul & Kansas City; Omaha & St. Louis; Ottumwa & Kirkville; St. Louis, Des Moines & Northern; St. Louis, Keokuk & Northwestern; Wabash Western.

## SCHEDULE OF REASONABLE MAXIMUM RATES.

| MILES. | MERCHANDISE, IN CENTS PER 100 LBS. | | | | SPECIAL CAR LOAD CLASSES IN CENTS PER 100 LBS. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | First class. | Second class. | Third class. | Fourth class. | Fifth class. | Class A. | Class B. | Class C. | Class D. | Class E. |
| 5 | 14 | 11.9 | 9.54 | 7 | 4.9 | 5 | 4.9 | 4.2 | 3.5 | 2.8 |
| 10 | 14.8 | 12.58 | 10.1 | 7.4 | 5.18 | 5.3 | 5.18 | 4.44 | 3.7 | 2.93 |
| 15 | 15.6 | 13.26 | 10.4 | 7.8 | 5.46 | 5.6 | 5.46 | 4.68 | 3.9 | 3.12 |
| 20 | 16.4 | 13.94 | 10.94 | 8.2 | 5.74 | 5.8 | 5.74 | 4.92 | 4.1 | 3.25 |
| 25 | 17 | 14.45 | 11.34 | 8.5 | 5.95 | 6 | 5.95 | 5.1 | 4.25 | 3.4 |
| 30 | 17.6 | 14.96 | 11.73 | 8.8 | 6.16 | 6.2 | 6.16 | 5.28 | 4.4 | 3.52 |
| 35 | 18.2 | 15.47 | 12.1 | 9.1 | 6.37 | 6.4 | 6.37 | 5.46 | 4.55 | 3.64 |
| 40 | 18.8 | 15.98 | 12.5 | 9.4 | 6.58 | 6.6 | 6.58 | 5.64 | 4.7 | 3.73 |
| 45 | 19.4 | 16.49 | 13 | 9.7 | 6.79 | 6.8 | 6.79 | 5.82 | 4.85 | 3.88 |
| 50 | 20 | 17 | 13.34 | 10 | 7 | 7.05 | 7 | 6 | 5 | 4 |
| 55 | 20.4 | 17.34 | 13.6 | 10.2 | 7.14 | 7.2 | 7.14 | 6.12 | 5.1 | 4.08 |
| 60 | 20.8 | 17.68 | 13.87 | 10.4 | 7.28 | 7.4 | 7.28 | 6.24 | 5.2 | 4.16 |
| 65 | 21.2 | 18.02 | 14.14 | 10.6 | 7.42 | 7.6 | 7.42 | 6.36 | 5.3 | 4.25 |
| 70 | 21.6 | 18.36 | 14.4 | 10.8 | 7.56 | 7.8 | 7.56 | 6.48 | 5.4 | 4.32 |
| 75 | 22 | 18.7 | 14.67 | 11 | 7.7 | 8 | 7.7 | 6.6 | 5.5 | 4.4 |
| 80 | 22.4 | 19.04 | 14.94 | 11.2 | 7.84 | 8.2 | 7.84 | 6.72 | 5.6 | 4.48 |
| 85 | 22.8 | 19.38 | 15.2 | 11.4 | 7.98 | 8.4 | 7.98 | 6.84 | 5.7 | 4.56 |
| 90 | 23.2 | 19.72 | 15.47 | 11.6 | 8.12 | 8.6 | 8.12 | 6.96 | 5.8 | 4.64 |
| 95 | 23.6 | 20.06 | 15.73 | 11.8 | 8.26 | 8.8 | 8.26 | 7.08 | 5.9 | 4.72 |
| 100 | 24 | 20.4 | 16 | 12 | 8.4 | 9 | 8.4 | 7.2 | 6 | 4.8 |
| 105 | 24.8 | 20.89 | 16.35 | 12.33 | 8.69 | 9.35 | 8.63 | 7.4 | 6.17 | 4.96 |
| 110 | 25.6 | 21.38 | 16.7 | 12.66 | 8.98 | 9.7 | 8.86 | 7.6 | 6.34 | 5.12 |
| 115 | 26.4 | 21.87 | 17.05 | 12.99 | 9.27 | 10.05 | 9.09 | 7.8 | 6.51 | 5.28 |
| 120 | 27.2 | 22.36 | 17.4 | 13.32 | 9.56 | 10.4 | 9.32 | 8 | 6.68 | 5.44 |
| 125 | 28 | 22.85 | 17.75 | 13.65 | 9.85 | 10.75 | 9.55 | 8.2 | 6.85 | 5.6 |
| 130 | 28.8 | 23.34 | 18.1 | 13.98 | 10.14 | 11.1 | 9.78 | 8.4 | 7.02 | 5.76 |
| 135 | 29.6 | 23.83 | 18.45 | 14.31 | 10.43 | 11.45 | 10.01 | 8.6 | 7.19 | 5.92 |
| 140 | 30.4 | 24.32 | 18.8 | 14.64 | 10.72 | 11.8 | 10.24 | 8.8 | 7.36 | 6.08 |
| 145 | 31.2 | 24.81 | 19.15 | 14.97 | 11.01 | 12.15 | 10.47 | 9 | 7.53 | 6.24 |
| 150 | 32 | 25.3 | 19.5 | 15.3 | 11.3 | 12.5 | 10.7 | 9.2 | 7.7 | 6.4 |
| 155 | 32.8 | 25.79 | 19.85 | 15.63 | 11.59 | 12.84 | 10.93 | 9.39 | 7.87 | 6.56 |
| 160 | 33.6 | 26.28 | 20.2 | 15.96 | 11.88 | 13.18 | 11.16 | 9.58 | 8.04 | 6.72 |
| 165 | 34.4 | 26.77 | 20.56 | 16.29 | 12.17 | 13.52 | 11.39 | 9.77 | 8.21 | 6.88 |
| 170 | 35.2 | 27.26 | 20.9 | 16.62 | 12.46 | 13.86 | 11.62 | 9.96 | 8.38 | 7.04 |
| 175 | 36 | 27.75 | 21.25 | 16.95 | 12.75 | 14.2 | 11.85 | 10.15 | 8.55 | 7.2 |
| 180 | 36.8 | 28.24 | 21.6 | 17.28 | 13.04 | 14.54 | 12.08 | 10.34 | 8.72 | 7.36 |
| 185 | 37.6 | 28.73 | 21.95 | 17.61 | 13.33 | 14.88 | 12.31 | 10.53 | 8.89 | 7.52 |
| 190 | 38.4 | 29.22 | 22.3 | 17.94 | 13.62 | 15.22 | 12.45 | 10.72 | 9.06 | 7.68 |
| 195 | 39.2 | 29.71 | 22.65 | 18.27 | 13.91 | 15.56 | 12.77 | 10.91 | 9.23 | 7.84 |
| 200 | 40 | 30.2 | 23 | 18.6 | 14.2 | 15.9 | 13 | 11.1 | 9.39 | 8 |

| MILES. | CAR LOAD CLASSES IN CENTS PER 100 LBS. | | | | LIVE STOCK IN DOLLARS PER CAR.* | | | | COAL IN CENTS PER TON OF 2,000 LBS. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Wheat, flour, millet, flaxseed. | Corn, oats, barley, other grain and mill-stuffs. | Hard and soft lumber, lath, shingles, sash, doors and blinds. | Salt, lime, cement, stucco. | Horses and mules in car loads—minimum weight, 20,000 lbs., 34-foot cars, inside measurement. | Fat cattle in car loads—minimum weight, 10,000 lbs., 34-foot cars, inside measurement. | Hogs (single deck) in car loads—minimum weight 15,000 lbs., 34-foot cars, inside measurement. | Sheep (single deck) in car loads—minimum weight, 10,000 lbs., 34-foot cars, inside measurement. | Hard coal. | Soft coal, lump and nut. | Soft coal, pea and slack. |
| 5 | 4.5 | 3.75 | 3.5 | 3.25 | 10.75 | 9.75 | 8.50 | 8.40 | .60 | .50 | .25 |
| 10 | 4.7 | 3.92 | 3.66 | 3.39 | 11.50 | 10.50 | 9.00 | 8.80 | .64 | .54 | .28 |
| 15 | 4.9 | 4.09 | 3.82 | 3.53 | 12.25 | 11.25 | 9.50 | 9.20 | .68 | .58 | .31 |
| 20 | 5.1 | 4.26 | 3.98 | 3.67 | 13.00 | 12.00 | 10.00 | 9.60 | .72 | .62 | .34 |
| 25 | 5.3 | 4.43 | 4.14 | 3.81 | 13.75 | 12.75 | 10.50 | 10.00 | .76 | .66 | .37 |
| 30 | 5.5 | 4.6 | 4.3 | 3.95 | 14.50 | 13.50 | 11.00 | 10.40 | .80 | .70 | .40 |
| 35 | 5.7 | 4.77 | 4.45 | 4.09 | 15.25 | 14.25 | 11.50 | 10.80 | .84 | .74 | .43 |
| 40 | 5.9 | 4.93 | 4.6 | 4.23 | 16.00 | 15.00 | 12.00 | 11.20 | .88 | .78 | .46 |
| 45 | 6.1 | 5.09 | 4.75 | 4.37 | 16.75 | 15.75 | 12.50 | 11.60 | .92 | .82 | .49 |
| 50 | 6.3 | 5.25 | 4.9 | 4.51 | 17.50 | 16.50 | 13.00 | 12.00 | .96 | .86 | .52 |
| 55 | 6.5 | 5.4 | 5.04 | 4.65 | 18.25 | 17.00 | 13.50 | 12.40 | 1.00 | .90 | .55 |
| 60 | 6.7 | 5.55 | 5.18 | 4.79 | 19.00 | 17.50 | 14.00 | 12.80 | 1.04 | .94 | .58 |
| 65 | 6.9 | 5.7 | 5.32 | 4.93 | 19.75 | 18.00 | 14.50 | 13.20 | 1.08 | .98 | .60 |
| 70 | 7.1 | 5.85 | 5.46 | 5.07 | 20.50 | 18.50 | 15.00 | 13.60 | 1.12 | 1.02 | .62 |
| 75 | 7.3 | 6 | 5.6 | 5.2 | 21.25 | 19.00 | 15.50 | 14.00 | 1.16 | .85 | .64 |
| 80 | 7.5 | 6.15 | 5.74 | 5.33 | 22.00 | 19.50 | 16.00 | 14.40 | 1.20 | .88 | .66 |
| 85 | 7.7 | 6.3 | 5.88 | 5.46 | 22.75 | 20.00 | 16.50 | 14.80 | 1.24 | .91 | .68 |
| 90 | 7.9 | 6.45 | 6.02 | 5.59 | 23.50 | 20.50 | 17.00 | 15.20 | 1.28 | .94 | .70 |
| 95 | 8 | 6.6 | 6.16 | 5.72 | 24.25 | 21.00 | 17.50 | 15.60 | 1.32 | .97 | .72 |
| 100 | 8.1 | 6.75 | 6.3 | 5.85 | 25.00 | 21.50 | 18.00 | 16.00 | 1.36 | 1.00 | .74 |
| 105 | 8.24 | 6.87 | 6.41 | 5.95 | 25.50 | 21.90 | 18.30 | 16.30 | 1.40 | 1.015 | .755 |
| 110 | 8.38 | 6.99 | 6.52 | 6.05 | 26.00 | 22.30 | 18.60 | 16.60 | 1.44 | 1.03 | .77 |
| 115 | 8.52 | 7.11 | 6.63 | 6.15 | 26.50 | 22.70 | 18.90 | 16.90 | 1.48 | 1.045 | .785 |
| 120 | 8.66 | 7.23 | 6.74 | 6.25 | 27.00 | 23.10 | 19.20 | 17.20 | 1.52 | 1.06 | .80 |
| 125 | 8.8 | 7.35 | 6.85 | 6.35 | 27.50 | 23.50 | 19.50 | 17.50 | 1.55 | 1.075 | .815 |
| 130 | 8.94 | 7.46 | 6.96 | 6.45 | 28.00 | 23.90 | 19.80 | 17.80 | 1.58 | 1.09 | .83 |
| 135 | 9.08 | 7.57 | 7.07 | 6.55 | 28.50 | 24.30 | 20.10 | 18.10 | 1.61 | 1.105 | .845 |
| 140 | 9.22 | 7.69 | 7.18 | 6.65 | 29.00 | 24.70 | 20.40 | 18.40 | 1.64 | 1.12 | .86 |
| 145 | 9.36 | 7.79 | 7.29 | 6.75 | 29.50 | 25.10 | 20.70 | 18.70 | 1.67 | 1.135 | .875 |
| 150 | 9.5 | 7.9 | 7.4 | 6.85 | 30.00 | 25.50 | 21.00 | 19.00 | 1.70 | 1.15 | .89 |
| 155 | 9.63 | 8.01 | 7.5 | 6.95 | 30.50 | 25.90 | 21.30 | 19.30 | 1.73 | 1.165 | .903 |
| 160 | 9.76 | 8.12 | 7.6 | 7.05 | 31.00 | 26.30 | 21.60 | 19.60 | 1.76 | 1.18 | .92 |
| 165 | 9.89 | 8.23 | 7.7 | 7.15 | 31.50 | 26.70 | 21.90 | 19.90 | 1.79 | 1.195 | .933 |
| 170 | 10.02 | 8.34 | 7.8 | 7.25 | 32.00 | 27.10 | 22.20 | 20.20 | 1.82 | 1.21 | .95 |
| 175 | 10.15 | 8.45 | 7.9 | 7.35 | 32.50 | 27.50 | 22.50 | 20.50 | 1.85 | 1.225 | .962 |
| 180 | 10.28 | 8.56 | 8 | 7.44 | 33.00 | 27.90 | 22.80 | 20.80 | 1.88 | 1.24 | .98 |
| 185 | 10.41 | 8.67 | 8.1 | 7.53 | 33.50 | 28.30 | 23.10 | 21.10 | 1.91 | 1.255 | .992 |
| 190 | 10.54 | 8.78 | 8.2 | 7.62 | 34.00 | 28.70 | 23.40 | 21.40 | 1.94 | 1.27 | 1.01 |
| 195 | 10.67 | 8.89 | 8.3 | 7.71 | 34.50 | 29.10 | 23.70 | 21.70 | 1.97 | 1.285 | 1.022 |
| 200 | 10.8 | 9 | 8.4 | 7.8 | 35.00 | 29.50 | 24.00 | 22.00 | 2.00 | 1.30 | 1.04 |

SCHEDULE—

| MILES. | MERCHANDISE, IN CENTS PER 100 LBS. | | | | SPECIAL CAR LOAD CLASSES IN CENTS PER 100 LBS. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | First class. | Second class. | Third class. | Fourth class. | Fifth class. | Class A. | Class B. | Class C. | Class D. | Class E. |
| 210 | 41.6 | 31.18 | 23.7 | 19.24 | 14.78 | 16.55 | 13.45 | 11.49 | 9.71 | 8.3 |
| 220 | 43.2 | 32.16 | 24.4 | 19.88 | 15.36 | 17.22 | 13.9 | 11.88 | 10.03 | 8.6 |
| 230 | 44.8 | 33.14 | 25.1 | 20.52 | 15.94 | 17.88 | 14.35 | 12.27 | 10.35 | 8.9 |
| 240 | 46.4 | 34.12 | 25.8 | 21.16 | 16.52 | 18.54 | 14.8 | 12.66 | 10.67 | 9.2 |
| 250 | 48 | 35.1 | 26.5 | 21.8 | 17.1 | 19.2 | 15.25 | 13.05 | 10.99 | 9.5 |
| 260 | 49.6 | 36.08 | 27.2 | 22.44 | 17.68 | 19.85 | 15.7 | 13.44 | 11.31 | 9.8 |
| 270 | 51.2 | 37.06 | 27.9 | 23.08 | 18.23 | 20.52 | 16.15 | 13.83 | 11.63 | 10.1 |
| 280 | 52.8 | 38.4 | 28.6 | 23.72 | 18.84 | 21.18 | 16.6 | 14.22 | 11.95 | 10.4 |
| 290 | 54.4 | 39.02 | 29.3 | 24.36 | 19.42 | 21.84 | 17.05 | 14.61 | 12.27 | 10.7 |
| 300 | 56 | 40 | 30 | 25 | 20 | 22.5 | 17.5 | 15 | 12.5 | 11 |
| 310 | 56.5 | 40.5 | 30.5 | 25.5 | 20.5 | 23 | 18 | 15.5 | 13 | 11.5 |
| 320 | 57 | 41 | 31 | 26 | 21 | 23.5 | 18.5 | 16 | 13.5 | 12 |
| 330 | 57.5 | 41.5 | 31.5 | 26.5 | 21.5 | 24 | 19 | 16.5 | 14 | 12.5 |
| 340 | 58 | 42 | 32 | 27 | 22 | 24.5 | 19.5 | 17 | 14.5 | 13 |
| 350 | 58.5 | 42.5 | 32.5 | 27.5 | 22.5 | 25 | 20 | 17.5 | 15 | 13.5 |
| 360 | 59 | 43 | 33 | 28 | 23 | 25.5 | 20.5 | 18 | 15.5 | 14 |
| 370 | 59.5 | 43.5 | 33.5 | 28.5 | 23.5 | 26 | 21 | 18.5 | 16 | 14.5 |
| 380 | 60 | 44 | 34 | 29 | 24 | 26.5 | 21.5 | 19 | 16.5 | 15 |
| 390 | 60.5 | 44.5 | 34.5 | 29.5 | 24.5 | 27 | 22 | 19.5 | 17 | 15.5 |
| 400 | 61 | 45 | 35 | 30 | 25 | 27.5 | 22.5 | 20 | 17.5 | 16 |
| 410 | 61.5 | 45.5 | 35.5 | 30.5 | 25.5 | 28 | 23 | 20.5 | 18 | 16.5 |
| 420 | 62 | 46 | 36 | 31 | 26 | 28.5 | 23.5 | 21 | 18.5 | 17 |
| 430 | 62.5 | 46.5 | 36.5 | 31.5 | 26.5 | 29 | 24 | 21.5 | 19 | 17.5 |
| 440 | 63 | 47 | 37 | 32 | 27 | 29.5 | 24.5 | 22 | 19.5 | 18 |
| 450 | 63.5 | 47.5 | 37.5 | 32.5 | 27.5 | 30 | 25 | 22.5 | 20 | 18.5 |
| 460 | 64 | 48 | 38 | 33 | 28 | 30.5 | 25.5 | 23 | 20.5 | 19 |
| 470 | 64.5 | 48.5 | 38.5 | 33.5 | 28.5 | 31 | 26 | 23.5 | 21 | 19.5 |
| 480 | 65 | 49 | 39 | 34 | 29 | 31.5 | 26.5 | 24 | 21.5 | 20 |
| 490 | 65.5 | 49.5 | 39.5 | 34.5 | 29.5 | 32 | 27 | 24.5 | 22 | 20.5 |
| 500 | 66 | 50 | 40 | 35 | 30 | 32.5 | 27.5 | 25 | 22.5 | 21 |

NOTE—When rates are not shown in this table for the exact distance, the rates given conflict, these rates will govern.

* Stock cattle or feeders and calves take 75 per cent of fat cattle rate. 31-foot car ing in table; 28-foot cars, 90 per cent of above; 33-foot 6-inch cars, 108 per cent of above; Crushed stone for road purposes, gravel and sand will take soft coal (lump) rates.



CONTINUED.

| MILES. | CAR LOAD CLASSES IN CENTS PER 100 LBS. | | | | LIVE STOCK IN DOLLARS PER CAR.* | | | | COAL IN CENTS PER TON OF 2,000 LBS. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Wheat, flour, millfeed, flaxseed. | Corn, oats, barley, other grain and millfeeds. | Hard and soft lumber; lath, shingles, sash, doors and blinds. | Salt, lime, cement, stucco. | Horses and mules in car loads—minimum weight 20,000 lbs., 31-foot cars, inside measurement. | Fat cattle in car loads—minimum weight 19,000 lbs., 31-foot cars, inside measurement. | Hogs (single deck) in car loads—minimum weight 14,000 lbs., 31-foot cars, inside measurement. | Sheep (single deck) in car loads—minimum weight 10,000 lbs., 31-foot cars, inside measurement. | Hard coal. | Soft coal, lump and nut. | Soft coal, pea and slack. |
| 210 | 11.07 | 9.23 | 8.61 | 8 | 35.75 | 30.40 | 24.80 | 22.90 | 2.04 | 1.32 | 1.06 |
| 220 | 11.34 | 9.46 | 8.82 | 8.2 | 36.50 | 31.20 | 25.60 | 22.70 | 2.08 | 1.34 | 1.08 |
| 230 | 11.61 | 9.69 | 9.03 | 8.4 | 37.25 | 32.20 | 26.40 | 23.10 | 2.12 | 1.36 | 1.10 |
| 240 | 11.88 | 9.92 | 9.24 | 8.6 | 38.00 | 33.10 | 27.20 | 23.50 | 2.16 | 1.38 | 1.12 |
| 250 | 12.15 | 10.15 | 9.45 | 8.8 | 38.75 | 34.00 | 28.00 | 23.90 | 2.20 | 1.40 | 1.14 |
| 260 | 12.42 | 10.37 | 9.66 | 8.99 | 39.50 | 34.90 | 28.80 | 24.30 | 2.24 | 1.42 | 1.16 |
| 270 | 12.69 | 10.59 | 9.87 | 9.18 | 40.25 | 35.80 | 29.60 | 24.70 | 2.28 | 1.44 | 1.18 |
| 280 | 12.96 | 10.81 | 10.08 | 9.37 | 41.00 | 36.70 | 30.40 | 25.10 | 2.32 | 1.46 | 1.20 |
| 290 | 13.23 | 11.03 | 10.29 | 9.56 | 41.75 | 37.60 | 31.20 | 25.50 | 2.36 | 1.48 | 1.22 |
| 300 | 13.50 | 11.25 | 10.5 | 9.75 | 42.50 | 38.50 | 32.00 | 25.90 | 2.40 | 1.50 | 1.24 |
| 310 | 13.8 | 11.48 | 10.71 | 9.95 | 43.20 | 39.00 | 32.50 | 26.70 | 2.44 | 1.52 | 1.25 |
| 320 | 14.07 | 11.71 | 10.92 | 10.15 | 43.90 | 39.50 | 33.00 | 27.10 | 2.48 | 1.54 | 1.26 |
| 330 | 14.34 | 11.94 | 11.13 | 10.35 | 44.60 | 40.00 | 33.50 | 27.50 | 2.52 | 1.56 | 1.27 |
| 340 | 14.61 | 12.17 | 11.34 | 10.55 | 45.30 | 40.50 | 34.00 | 27.90 | 2.56 | 1.58 | 1.28 |
| 350 | 14.88 | 12.4 | 11.55 | 10.75 | 46.00 | 41.00 | 34.50 | 28.30 | 2.60 | 1.60 | 1.29 |
| 360 | 15.15 | 12.62 | 11.76 | 10.94 | 46.70 | 41.50 | 35.00 | 28.70 | 2.64 | 1.62 | 1.30 |
| 370 | 15.42 | 12.84 | 11.97 | 11.13 | 47.40 | 42.00 | 35.50 | 29.10 | 2.68 | 1.64 | 1.31 |
| 380 | 15.68 | 13.06 | 12.18 | 11.32 | 48.10 | 42.50 | 36.00 | 29.50 | 2.72 | 1.66 | 1.32 |
| 390 | 15.94 | 13.28 | 12.39 | 11.51 | 48.80 | 43.00 | 36.50 | 29.90 | 2.76 | 1.68 | 1.33 |
| 400 | 16.2 | 13.5 | 12.6 | 11.7 | 49.50 | 43.50 | 37.00 | 30.31 | 2.80 | 1.70 | 1.34 |
| 410 | 16.47 | 13.72 | 12.81 | 11.89 | 50.20 | 44.00 | 37.50 | 30.74 | ..... | ..... | ..... |
| 420 | 16.73 | 13.94 | 13.02 | 12.08 | 50.90 | 44.50 | 38.00 | 31.18 | 2.88 | 1.74 | 1.36 |
| 430 | 17 | 14.16 | 13.23 | 12.27 | 51.60 | 45.00 | 38.50 | 31.62 | ..... | ..... | ..... |
| 440 | 17.27 | 14.38 | 13.44 | 12.46 | 52.30 | 45.50 | 39.00 | 32.06 | 2.96 | 1.78 | 1.38 |
| 450 | 17.54 | 14.60 | 13.65 | 12.65 | 53.00 | 46.00 | 39.50 | 32.50 | ..... | ..... | ..... |
| 460 | 17.80 | 14.82 | 13.86 | 12.84 | 53.70 | 46.50 | 40.00 | 32.94 | 3.04 | 1.82 | 1.40 |
| 470 | 18.06 | 15.04 | 14.07 | 13.03 | 54.40 | 47.00 | 40.50 | 33.38 | ..... | ..... | ..... |
| 480 | 18.33 | 15.26 | 14.28 | 13.22 | 55.10 | 47.50 | 41.00 | 33.82 | 3.12 | 1.86 | 1.42 |
| 490 | 18.60 | 15.48 | 14.49 | 13.41 | 55.80 | 48.00 | 41.50 | 34.26 | ..... | ..... | ..... |
| 500 | 18.87 | 15.70 | 14.70 | 13.60 | 56.50 | 48.50 | 42.00 | 34.70 | 3.20 | 1.90 | 1.44 |

for the next greater distance will prevail. When these rates and the classification

(internal measurement) is adopted as the standard for minimum weight, as per head- other lengths of cars to take same proportion as above.

# THE IOWA COMMISSIONERS' CLASSIFICATION No. 5.

*(Being a Modification of the Western Classification No. 8 of Oct. 25, 1889.)*

EXPLANATION OF CHARACTERS—The Class is given opposite each Article. 1, 2, 3, 4 and 5 stand for First, Second, Third, Fourth and Fifth Classes respectively. 1½ for Once and a Half First Class. D 1 for Double First Class. 3 t for Three Times First Class. 4 t 1 for Four Times First Class. O. R. for Owner's Risk. C. R. for Carrier's Risk. S. U. for Set Up. K. D. for Knocked Down. C. L. for Car Load. L. C. L. for less than car load. P. P. for Prepaid. N. O. S. for Not Otherwise Specified in this Classification. Classes A, B, C, D and E refer to Table of Rates.

Articles not enumerated will be classed with analogous articles.

| A | L. C. L. | C. L. |
|---|---|---|
| ACIDS, in glass bottles, bxd., O. R. | 1 | |
| Acids, N. O. S., in carboys, O. R., P. P. or guaranteed | D 1 | A |
| Acids, N. O. S., in iron drums or in wood O. R. | 2 | |
| Acids and Marble Dust, O. R. | | A |
| Acids, in tank cars furnished by shipper | | A |
| Acids, dry, in boxes or bbls., O. R. | 1 | |
| Actinolite | 4 | |
| Advertising Boards, in bdls | 3 | |
| Advertising Matter and Almanacs, bxd. or in bdls., O.R. prepaid. | 1 | |
| Advertising Matter not to exceed 500 lbs), O. R., reduced, may be shipped with car loads of articles advertised at the car load rate of article shipped. | | |
| Agolite | 4 | B |
| Agricultural Implements (not including Hand Implements), at O. R. of breaking and chafing. (See Rule 13.) | | |
| NOTE.—Any shipment of Agricultural Imp's. (except Threshers, Separators or Corn Shellers) requiring an entire car, will be charged the C. L. rate. In less than C. L. O. R. as follows: | | |
| Agricultural Implements, light and bulky, N. O. S., set up | D 1 | |
| Agr'l Imp'ts, light and bulky, N. O. S., K. D. flat, in bdls | 1 | |
| Binder Trucks | 1 | |
| Binding Twine and Wire, when loaded in car with Agr'l Imp's, same rate as Agr'l Imp's. | | |
| Check Rowers | 1 | |
| Clover Hullers. Same as Threshers. | | |
| Corn Planters, set up | D 1 | A |
| Corn Planters, K. D. flat, in bdls. | 1 | |
| Corn Shellers, loaded in box car. | 1 | |
| Corn Planters, set up | D 1 | |
| Cotton Planters, K. D., flat, in bdls | 1 | |
| Cultivators (Iron or Wood), set up | D 1 | |
| Cultivators (Iron or Wood), K. D. flat, in bdls | 1 | |
| Dust Collectors and Cockle Separators, actual weight | 1½ | |
| Engines, Farm, Portable, minimum weight 5,000 lbs. each | 1 | |
| Engines, Traction, minimum weight 10,000 lbs. each | 3 | |
| Evaporators, Sugar | 1½ | |
| Fanning Mills, set up | D 1 | |
| Fanning Mills, K. D. flat, in bdls. | 1 | |
| Feed and Ensil'ge Cut'rs, set up. | 1 | |
| Feed and Ensilage Cut'rs, K. D. | 3 | |
| Grain Reading Machines, K. D., in pieces, O. R. | 3 | |

| A | L. C. L. | C. L. |
|---|---|---|
| Agr'l Imp'ts—Continued. | | |
| Harrows, including Disc Harrows, set up, with teeth | 1½ | |
| Harrows, including Disc Harrows, K. D. and tied in bdls., teeth removed | 2 | |
| Harrows, including Disc Harrows, folded, rolled or flat, teeth in, but sharp points not exposed, O. R. | 2 | |
| Harrow Frames, without teeth, K. D., in bdls | 3 | |
| Harvesting Machines (Self-Binding Harvesters) set up | 1 | |
| Harvesting Machines (Self-Binding Harvesters' K. D | 3 | |
| Hay Carriers | 2 | |
| Hay Forks (horse) | 2 | |
| Hay or Straw Stackers or Rickers, Hay Loaders and Sweep Rakes, min. weight 4,000 lbs. | 1 | |
| Hay or Straw Stackers or Rickers, Hay Loaders and Sweep Rakes, K. D., flat, tied in bdls., wheels racked, actual weight. | 1 | |
| Hay Tedders | D 1 | |
| Hay Tedders, K. D., flat, and tied in bdls | 1 | |
| Hay Racks, in bdls | 2 | |
| Horse Powers | 1 | |
| Horse Rakes, wood or iron | 1 | |
| Manure and Fertilizer Spreaders, set up | 1½ | A |
| Manure and Fertilizer Spreaders, K. D. | 1 | |
| Mills, Cane, Cider and Cob | 2 | |
| Mowers, set up | 1 | |
| Mowers, N.O.S., wheels on or off, other detachable parts removed | 3 | |
| Mower Knife Grinders, set up, boxed or crated | 1 | |
| Mower Knife Grinders, K. D., boxed or crated | 2 | |
| Plows, N. O. S., set up | 1 | |
| Plows, N. O. S., K. D., in bdls | 2 | |
| Plows, N. O. S., K. D. boxed or crated | 3 | |
| Plows, Listing. Same as Plows, N. O. S. | | |
| Plows, Gang, Shovel and Sulky, set up | D 1 | |
| Plows, Gang, Shovel and Sulky, K. D. (detachable parts removed.) | 3 | |
| Potato Diggers, set up | D 1 | |
| Potato Diggers, K. D., in bdls | 1 | |
| Presses, Hay, set up | D 1 | |
| Presses, Hay, detachable parts removed | 2 | 3 |
| Rakes, Sulky, Horse, set up | D 1 | |
| Rakes, Sulky, Horse, K. D. flat, in bundles | 1 | |



| A | L. C. L. | C. L. |
|---|---|---|
| Agr'l Imp'ts—Continued. | | |
| Reapers, set up | 1 | |
| Reapers, wheels on or off, other detachable parts removed | 3 | |
| Rollers, Field | 3 | |
| Seed Drills (Seeders) set up | D 1 | |
| Seed Drills (Seeders) K. D | 1 | |
| Stalk Cutters, Roller, set up | D 1 | |
| Stalk Cutters, Roller, K. D., in pieces | 1 | |
| Tobacco Transplanters, set up | D 1 | |
| Tobacco Transplanters, K. D., flat and tied in bundles | 1 | |
| One Thresher, Separat'r or Corn Sheller, set up, with or without Horse Power, requiring flat car, min. wt. 5,000 lbs | 1 | A |
| Threshers or Separators (2), with or without horse power, C. L. rate | | |
| Thresher or Separator (1), with steam power, C. L. rate | | |
| Threshers, K. D., loaded in box car, actual weight | 1 | |
| Wagons, Tank, for farm engines, S. U., min. wt. 3,000 lbs. each | 1 | |
| Wagons, Tank, for farm engines, K. D., in pieces, loaded in box car, actual weight | 1 | |
| Agricultural Impl'm'nt Extras at Manufacturer's risk, released: | | |
| Iron Master or Bull wheels, N. O. S. | 2 | |
| Iron Castings, loose | 1 | |
| Iron Castings, in boxes or bbls. | 4 | |
| Ratings given above for Iron Castings will apply on Cast Iron Parts of Agricultural Implements, N. O. S. | | A |
| Clevises, in bxs. or bbls | 4 | |
| Sweeps or Levers | 2 | |
| Spring Keys | 2 | |
| All other parts, N. O. S. | 1 | |
| Coulter Plates and Rolling Coulters, in bundles | 3 | |
| Coulter Plates and Rolling Coulters, in boxes or casks | 4 | 5 |
| Plow Beams, iron or steel | 4 | 5 |
| Plow Brms and Handles, wood'n. | 3 | B |
| Plow Points, Wings or Moldboards, iron or steel | 3 | |
| Plow Points, Wings or Moldboards, Iron or steel, in boxes or casks | 4 | 5 |
| Plow Points, Plow Handles, Single-trees, Doubletrees and Whiffle-trees, mixed car loads. | | A |
| Rake Teeth, iron or wood, in bdls | 3 | 4 |
| Reaper and Mower Knife Sections, boxed | 1 | 5 |
| Teeth, Drag or Harrow, in bris. or boxes | 4 | 5 |
| Teeth, Harrow, in bundles | 3 | |
| Agricultural Implements, Hand: | | |
| Corn Planters, Hand, released. | 1 | 3 |
| Grain Cradles | 3t | |
| Grain Cradles, K. D., in bdls. | 1 | |
| Grain Cradles, K. D. and completely boxed | | A |
| Grain Scoops | 2 | |
| Forks, Hay and Manure | 2 | |
| Forks, Barley, wood or iron | 1 | |
| Hay Knives and Reaping Sickles, in bdls., O. R | 1 | |
| Hay Knives and Reaping Sickles, in boxes | 2 | 3 |
| Hoes, N. O. S. | 2 | |
| Hoes, Eye, in barrels | 3 | |
| Potato Hooks, in bundles | 2 | |
| Potato Planters, handles taken off released | 1 | |
| Rakes, Hand, wooden | 1 | |

| A | L. C. L. | C. L. |
|---|---|---|
| Agr'l Imp'ts—Continued. | | |
| Rakes, Iron | 2 | |
| Rollers, Garden and Lawn | 2 | |
| Scythes, in bdls | 3 | |
| Scythes, boxed | 3 | 3 |
| Scythe Snaths | 1 | |
| Scythe Stones | 3 | |
| Shovels and Spades | 3 | |
| Alabastine | 4 | 5 |
| Alcohol. See Liquors and Liquids, N. O. S. | | |
| Ale and Porter | 3 | 5 |
| Ale and Porter P'kg's, returned. Same as beer P'kg's, returned. | | |
| Alum | 3 | 4 |
| Allspice, in bags, bxs. or bris. | 2 | |
| Ammonia, in carboys, O. R., prepaid or guaranteed | D 1 | |
| Ammonia in iron drums, O. R. | 3 | 5 |
| Ammonia, in cans, boxed, O. R. | 1 | |
| Ammonia, in cans, not boxed, NOT TAKEN. | | |
| Ammonia, dry, in bxs. or bris | 2 | |
| Ammonia, Anhydrous Liquid, in iron cylinders, bxd. or crated. | 1 | 3 |
| Ammonia or Gas Liquor, in bris. | 4 | D |
| Ammonia or Gas Liquor, in tank cars furnished by shipper | | D |
| Ammunition, fixed | 1 | |
| Animals, Alive, N. O. S., in bxs. or cages, released | 3t 1 | |
| Animals, Stuffed, in bxs., O. R., released | 3t 1 | |
| Animal Food, N. O. S | 2 | |
| Animal Food, in bxs. or bris | 4 | 5 |
| Anti-Kalsomine | 4 | 5 |
| Antimony, in boxes or bris | 2 | |
| Apples, Dried or Desiccated, in cans, bxs., bris or sacks, released | 3 | 4 |
| Apples, in baskets or bags, O. R., P. P., or guaranteed | 1 | |
| Apples, in bris. or bxs., O. R., P. P., or guaranteed | 3 | 5 |
| Apples, in bulk, O. R | 3 | |
| Apple Cores and Skins, in bris., boxes or sacks | 4 | B |
| Apples and Cider, in wood | | 5 |
| Apple or Fruit Butter or Sauce. See Preserves. | | |
| Apple Driers | D 1 | |
| Apple Parers | 2 | |
| Aquariums, O. R., boxed | D 1 | |
| Archery Goods, boxed | 1 | |
| Archery Goods, not boxed. NOT TAKEN. | | |
| Argol | 4 | |
| Arsenic, Crude, in kegs or bris. | 3 | |
| Artificial Flowers, in bxs., P. P. or guaranteed | D 1 | |
| Artists' Materials, N. O. S., bxd., O. R. | 1 | |
| Asbestos, in boxes, kegs, bags or bales | 3 | 5 |
| Asbestos, in bris. or casks | 4 | |
| Asbestos Cement | 4 | 5 |
| Asbestos Packing, in rolls or bxs. | 4 | 5 |
| Asbestos Roofing, in rolls or bxs. | 4 | 5 |
| Ash, Pot, Pearl or Soda, in cans, boxed | 3 | 5 |
| Same in bris. or casks | 4 | |
| Ash Sifters, released | | |
| Asphaltum | 4 | D |
| Asphaltum Boiler Covering | 4 | 5 |
| Asphaltum Tiling or Bliks., O. R. | 4 | E |
| Asphaltum Tar | 4 | D |
| Awnings and Awning Frames | 1 | 3 |
| Axes. See Iron. | | |
| Axles. See Iron. | | |
| Axle Grease, in cans, buckets, pails or tubs | 3 | 5 |
| Axle Grease, in bxs., bris. or kegs. | 4 | |

| B | L. C. L. | L. C. |
|---|---|---|
| BABBITT METAL | 3 | 4 |
| Backing for Pictures | 3 | B |
| Bacon. See Meats. Smoked or Salted. | | |
| Baby Jumpers | 1 | |
| Bagging, for baling cotton, in rls. | 4 | 5 |
| Bagging or Bags, N.O.S., in bales | 3 | 5 |
| Bags, Burlap, Gunny or Jute, in bales or bdls | 4 | 5 |
| Bags, Paper. See Paper Bags. | | |
| Bags, Planters', Picking | 4 | 5 |
| Bags, Cement and Plaster, Grain and Ore Sacks, returned, P. P. or guaranteed, ½ 4th class. | | |
| Bag Holders. See Iron. | | |
| Bake Ovens, galvanized or sheet iron, set up | D 1 | |
| Bake Ovens, galvanized or sheet iron, K. D | 1 | |
| Baking Powder, in glass, boxed. O. R | 3 | 4 |
| Baking Powder, in tin, boxed | 3 | |
| Ballast Unloaders | 3 | A |
| Bananas, O. R., prepaid or guaranteed | 1 | 3 |
| Band Boxes | 3t 1 | |
| Band Boxes, boxed | D 1 | |
| Barbed Wire Stretchers. See Iron. | | |
| Barber Poles. Same as Signs. | | |
| Barilla | 3 | |
| Bark, Slippery Elm, in bundles and bales | 3 | |
| Bark, Tanners' | 3 | D |
| Barley, Pearl, in sacks | 1 | 5 |
| Barley, Pearl, in bxs, brls. or kegs. | 3 | |
| Barn Door Hangers. See Iron. | | |
| Barn Door Hanger Rails, Wooden, in bdls | 3 | |
| Barrels, Empty, at actual wt., as follows: | | |
| Casks, large | D 1 | |
| Hogsheads | 1 | |
| Tierces | 1 | |
| Beef, Pork, Oil, Liquor, Vinegar or Cider barrels | 1 | |
| Flour barrels | 1 | |
| BEER BARRELS (New): | | |
| Barrels, 99 lbs. each | 1 | |
| Half barrels, 50 lbs. each | 1 | |
| Quarter barrels 30 lbs. each | 1 | |
| Eighth barrels, 18 lbs. each | 1 | |
| Beer Barrels, empty, returned. See Beer Packages, empty, returned. | | |
| Barrels, Tierces, Casks and Vats, also Kegs of any description when shipped with Barrels, Tierces, Casks or Vats, empty, min. wt. 7,000 lbs. | | 4 |
| Aggregate charge should not exceed that which would accrue by the use of Class D rates, (minimum weight, 20,000 lbs.) | | |
| Barrels or Kegs, empty, when returned, actual wt. L. C. L. | | 4 |
| Barrels and Tierces, empty, old (see also Junk) | | D |
| Aggregate charge should not exceed that which would accrue by the use of Fourth Class rates, (min. wt. 7,000 lbs.) | | |
| Barrows or Vans, Baggage, S. U. | 1½ | A |
| Barrows or Vans, Baggage, K. D. | 1 | A |
| Barytes | 4 | 5 |
| Base Balls, boxed | 1 | |
| Base Ball Rats | 2 | |
| Basins, Marble or Crockery, in bxs. brls. or casks | 2 | |

| B | L. C. L. | L. C. |
|---|---|---|
| Baskets, in cases | D 1 | |
| Baskets, not nested, in bdls. | 4 t 1 | |
| Baskets, N. O. S., nested in bdls. | D 1 | |
| Baskets, over-handled, in bdls., with ends placed in each other | 4 t 1 | 4 Min. wt. 10,000 lbs. |
| Baskets, Over-handled, covers and handles taken off and packed separately. Baskets nested in bundles | D 1 | |
| B'sk'ts, Paper, Fruit or Peach. | 3 t 1 | |
| Baskets, Stave, Splint, Rattan or Willow, nested, in bdls | 1½ | |
| Baskets, K. D., flat, in bdls | 3 | |
| See also Woodenware. | | |
| Basket Material, Splint, in bdls. | 2 | B |
| Bath Brick. See Brick. | | |
| Bath Tubs, N. O. S., O. R | D 1 | |
| Bath Tubs, N. O. S., boxed, crated or encased in wood | 1 | |
| Batteries, Electric Storage, wood or lead, released | 1 | |
| Batting in boxes or bales, O. R. | 1 | |
| Beans and Peas, Dried, in sacks. | 3 | |
| Beans and Peas, Dried, in brls | 4 | 5 |
| Beans and Peas, Dried, in bulk | | |
| Beans, Castor. Same as Beans, Dried. | | |
| Bedsteads. See Furniture. | | |
| Bed Slats. See Furniture. | | |
| Bee Hives, prepaid | D 1 | |
| Bee Hives, K. D | 3 | D |
| Bee Hives, K. D., and Honey Box Lumber | | D |
| Bees, in hives, O. R | 3 | |
| Bees, in hives, L. C. L. NOT TAKEN. | | |
| Beef, Dried, loose | 1 | |
| Beef, Dried, in sacks | 2 | 5 |
| Beef, Dried, in bxs., brls. or crates. | 4 | |
| Beef Pickled | 4 | 5 |
| Beef Fresh, O. R., P. P. or guaranteed | 1 | 3 |
| Mixed CAR LOADS of Dressed Beef and other Packing House Products | | 3 |
| Beer Coolers, Metal, released, in box cars | 1½ | |
| Beer Coolers, Metal, released, if flat car is required, min. wt. wt. 5,000 lbs | 1 | |
| BEER, in wood, at O. R. of leakage, freezing and fermenting, and at the foll'wing estimated weights (exception to Rule 1). Shipper may load 5,000 lbs. of Ice, or 2,000 lbs. of Hay, Straw and Sawdust where no Ice is used, for preservative; where Ice and Hay, Straw and Sawdust are used, total wt. should not exceed 5,000 lbs.; excess to be charged at same rates. | | |
| Whole brls., 350 lbs. | | |
| Half brls., 180 lbs. | | |
| Quarter brls., 100 lbs. | | |
| Eighth brls., 50 lbs. | | 5 |
| In quantities less than C. L | 3 | |
| Beer and Beer Tonic, in bottles, packed, at foll'wing estimated wts. (exception to Rule 1): | | |
| 2 doz. qts., per case, 90 lbs. | | |
| 2 doz. qts., packed in sawdust, per case, 100 lbs | | |
| 4 doz. qts., per case, 180 lbs. | | |
| 4 doz. qts., packed in sawdust, per case, 200 lbs | | |
| 2 doz. pts., per case, 55 lbs | | |
| 2 doz. pts., packed in sawdust, per case, 65 lbs | | |
| 3 doz. pts., per case, 85 lbs | | |



| B | L. C. L. | C. L. |
|---|---|---|
| Beer and Beer Tonic—Continued. | | |
| 3 doz. pts., packed in sawdust, per case, 100 lbs | | |
| 4 doz. pts., per case, 100 lbs. | | |
| 4 doz. pts., packed in sawdust, per case, 125 lbs | | 5 |
| In cases containing 6 doz. qts. or 10 doz. pts., 250 lbs. each | | |
| In quantities less than C. L | 3 | |
| Beer Packages, empty, returned at the following estimated wts. (exception to Rule 1), O. R. (see Rule 18), one-half 4th Class rates: | | |
| Barrels, 100 lbs. each. | | |
| Half-Barrels, 55 lbs. each. | | |
| Quarter-Barrels, 30 lbs. each. | | |
| Eighth-Barrels, 20 lbs. each. | | |
| Beer or Beer Tonic Bottles, in cases: | | |
| 2 doz. qts., 50 lbs. per case. | | |
| 4 doz. qts., 90 lbs. per case. | | |
| 2 doz. pts., 35 lbs. per case. | | |
| 3 doz. pts., 50 lbs. per case. | | |
| 4 doz. pts., 75 lbs. per case. | | |
| Beer or Beer Tonic Bottles, in casks: | | |
| 6 doz. qts. or 10 doz. pts., 125 lbs. per cask | | |
| Beeswax | 1 | |
| Bells, Farm, iron, O. R | 3 | |
| Bells, N. O. S., O. R | 2 | |
| Bellows, O. R | 1 | |
| Belting, Leather or Rubber, O. R. | 2 | |
| Benzole. See Oils. | | |
| Benzine. See Oils. | | |
| Berries, Fresh, O. R., prepaid | 1 | 3 |
| Berries, Dried or Desiccated, in cans, bxs. or crates | 3 | 4 |
| Berry Boxes, nested, tied in bdls. | 1 | C |
| Bicycles, Tricycles and Velocipedes, N. O. S., bxd. or crated, released | D 1 | |
| Bicycles, Tricycles and Velocipedes, N. O. S., not boxed or crated, NOT TAKEN. | | |
| Billiard Tables, boxed or crated, O. R | 1 | |
| Billiard Table Slates and Slabs, boxed or crated, O. R. | 2 | 4 |
| Billiard Tables and Billiard Table Slates and Slabs, not bxd. or crated, NOT TAKEN. | | |
| Billiard Tables, bxd., O. R., returned to manufacturer, for repairs, one-half tariff rates. | | |
| Binders' Board | 3 | 5 |
| Bird Cages, boxed | D 1 | |
| Bird Gravel or Sand, in p'ck'g's | 2 | |
| Birds, stuffed, in bxs., released | 3 t 1 | |
| Bi-Sulphide of Carbon, in cans, boxed | 1 | |
| Bi-Sulphide of Carbon, in drums, O. R. L | 2 | 4 |
| Bitters. See Liquors and Liquids, N. O. S. | | |
| Blackboards, Wooden. Same as Slate Blackboards. | | |
| Blacking, Harness or Shoe, in glass or stone, packed in bxs. or barrels, O. R | 1 | 4 |
| Blacking, Harness or Shoe, N. O. S., in boxes or kegs | 2 | |
| Blacking, N. O. S., in boxes | 2 | |
| Black Lead, in brls. or bxs | 2 | |
| Bladders, dry, flat, in bxs. or brls. | 1 | |
| Bladders, pickled, in brls. or tcs. | 4 | |
| Blankets, Comfortables and Quilts, in bxs. or bales O. R. chafing | 1 | |

| B | L. C. L. | C. L. |
|---|---|---|
| Bleach, Bleaching Salts or Bleaching Powder, in brls., boxes or casks | 4 | 5 |
| Blinds, Doors and Sash, common pine, glazed with common window glass or unglazed (if glazed, released) | 4 | B |
| Sash or Doors, common pine, (if glazed with glass other than common window glass, rel. | 1 | |
| Blinds, Doors, Sash, other than common pine, glazed with common window glass or unglazed (if glazed, rel.), Door, Window and Screen Frames, Carpenters' Moldings, Cornice Brackets, Wainscoting, Handrails, Balusters and similar inside finishing lumber | 3 | B |
| Sash or Doors, other than common pine, if glazed with glass other than common window glass, released | 1 | |
| Articles named above, except Doors or Sash glazed with glass other than common window glass, when shipped with C. L. of lumber, and specified upon shipping orders or bills of lading | 3 | |
| Articles named above, when shipped with C. L. of lumber, but not so specified | 1 | |
| Blocks, Burr or Butchers' | 4 | |
| Blocks, Tackle, Iron or wood, and Rigging, O. R | 2 | |
| Blocks, Tackle, Iron or wood, and Rigging, in bxs. or bris | 3 | 5 |
| Blowers, Blacksmith's, crated | 2 | |
| Blow Pipe, Iron, Rotary | 2 | |
| Blue Vitriol | 4 | 5 |
| Bluing, N. O. S | 1 | |
| Bluing, Liquid, in barrels | 1 | 4 |
| The car load rating given is applicable to Bluing in bulk in bbls. only. | | |
| Boats, except Racing Shells | 3t 1 | A |
| Boats, Racing Shells | 4t 1 | A |
| Boats, (except Racing Shells) and Steam Launches | | A |
| Boiler Compound, in bris. or casks, or in cans, boxed | 3 | |
| Boiler Flues, iron | 4 | |
| Boilers, Range, Iron, released | 3 | A |
| Boilers, under 10 feet in length, used in connection with st'm heating apparatus | | 5 |
| Boilers, agricultural and feed steamers, L. C. L | 2 | |
| Boilers, Sectional. Same as Steam Heating Apparatus | | |
| Boilers, loaded and unloaded by owner: | | |
| 10 feet and under in length | 3 | |
| Over 10 and under 30 feet in length | 1 | A |
| 30 ft. long or over (see Rule 12) | 1½ | |
| Boilers, Engines, Steam and Machinery | | A |
| Boiler Felting | 2 | |
| Boiler and Pipe Covering (made of sheep's wool and cement) | 4 | C |
| Bones, in sacks or bris | 4 | D |
| Bones (see also Junk) | | |
| Bone Ash | 4 | 1 |
| Bone Black | 4 | 1 |
| Bone Dust | 4 | B |
| Books | 1 | |
| Boots and Shoes, boxed | 1 | |
| Boots and Shoes, in tr'nks (tr'nks released) | D 1 | |

| B | L. C. L. | C. L. |
|---|---|---|
| Boot Crimps | 1 | |
| Boralumine | 4 | 5 |
| Borax | 3 | 4 |
| Botanical Specimens, valuation not to exceed 5 cents per lb, released O. R. | D 1 | |
| Bottles, Paper, in boxes | 1 | |
| Bottles, N.O.S., in boxes, barrels, crates or casks | 2 | 4 |
| Bottles, N. O. S., in bulk | | 5 |
| Bottles, N. O. S., e'pty, returned. See Carriers. | | |
| Bottle Carriers a'd Cases, e'pty | 4 | |
| Bottle Wrappers, paper, straw, or wood, flat, in barrels, boxes or bundles | 3 | 5 |
| Bottle Wrappers, N. O. S., flat, in boxes or bundles, P. P | 2 | |
| Boxes, Garden Seed, e'pty, ret'd | 1 | B |
| Boxes, Letter | 1 | |
| Boxes, Paper, nested, boxed or crated | D 1 | |
| Boxes, Paper, not nested, b'x'd, 3 t 1 | | |
| Boxes, Paper, min. wt., 12,000 lbs | | 3 |
| Boxes, Paper, K. D., flat, in bundles or boxes | 2 | 5 |
| Boxes, Wooden N.O.S., e'pty | D 1 | |
| Boxes, Tobacco, Hardwood | 1 | B |
| Box Lumber, in racks or b'ndles | 3 | Soft l'mber rates. |
| Brackets, Wooden | 1 | |
| Brakes and Fixtures, car, N. O. S. | 1 | 5 |
| Bran or Shorts, in bags | 4 | Corn tariff rates. |
| Bran or Shorts, in bulk | | |
| Brass or Copper Vessels, O. R. | 1 | |
| Brass or Copper Vessels, in b'xes or barrels, O. R. | 2 | |
| Brass Faucets and Castings | 2 | |
| Brass Fenders, Stove or Hearth, in boxes, barrels or crates | 2 | |
| Br'ss Fitt'gs, in b'x's, b'ls or k'gs | 2 | |
| Brass Ingots, O. R. | 3 | 4 |
| Brass Bolts, Nails, Rods, Rivets, Sheets, Rolls, Plates, Blanks, T'b'g, Scr'ws, and Flues, O. R. | 1 | |
| Brass Bolts, Nails, Rods, Rivets, Sheets, Rolls, Plates, Blanks, Tubing, Screws and Flues, in boxes, barrels or casks | 3 | |
| Brass Nails, in kegs | 3 | |
| Brass Wire | 3 | |
| Brass and Copper, Scrap | 3 | 4 |
| Brasses, Car, in packages | 3 | |
| Bread, N. O. S | 1 | |
| Bread, hard | 2 | 4 |
| Bread Meal | 3 | 4 |
| Brick, Bath, in barrels or boxes | 4 | B |
| Brick, Common, N. O. S | 4 | E |
| Brick, Enameled, in bds or b'x's | 4 | |
| Brick, Enameled | | B |
| Brick, Enameled loaded in cars with o'mm'n and pr'ssed br'k | 4 | |
| Brick, Fire, (except stove lining), O. R. | 4 | D |
| Brick, Fire, and Fire Clay, O. R. | | D |
| Brick, for stove lin'gs, loose, O. R. | 1 | |
| Brick, for stove linings, in boxes or barrels | 4 | |
| Brick, Paving | | E |
| Brick, Pressed, O. R. | 4 | D |
| Brick, Porous | 4 | E |
| Brick Machines. See Machines. | | |
| Brick Pellet Boards | 3 | C |
| Bridge Builders' Outfit, includ'g horses, tools, wagons, etc., second-hand (see Rule 9) | | A |

| B | L. C. L. | C. L. |
|---|---|---|
| Bridge Material, wooden | 4 | B |
| Bridge Material, iron | 4 | 5 |
| Bridge Material, iron and wooden | | 5 |
| Brimstone, in boxes or kegs | 2 | |
| Brimstone, in sa'ks, bris, or hhds | 4 | C |
| Brimstone and Sulphur | | C |
| Bristles | 1 | |
| Britannia Ware, in boxes or barrels, released | 1½ | |
| Bronze Tubing. Same as Brass Tubing. | | |
| Broom Corn, pr'ssed in b'les, O. R. | 1 | |
| Broom Corn, pr'ssed in b'les, O. R., min. wt., 12,000 lbs | | A |
| Broom Corn, loose, NOT TAKEN. | | |
| Brooms, in bales, ra'ks or b'ndles | 1 | |
| Brooms, min. wt., 10,000 lbs | | 3 |
| Brooms and br'shes, m'nuf'ctu'd from broom corn | 1 | |
| Brooms and Br'shes, m'nuf'ctu'd from broom corn, min. weight, 10,000 lbs | | 3 |
| Broom and Mop Racks | D 1 | |
| Brushes, Hair, Clothes or Tooth, in boxes | 1 | |
| Brushes, N. O. S., in bundles | 1 | |
| Brushes, N. O. S., boxed | 2 | |
| Brush Blocks | 3 | 5 |
| Buckets, Ore, wooden or iron | 1 | |
| Buckwheat, in bags or boxes | 4 | Wheat Tariff Rates. |
| Buckwheat, in bulk | | |
| Buffalo Robes, in bales | 1½ | |
| Buggies. See Vehicles. | | |
| Bulbs, boxed, P. P | 1 | |
| Bullets, lead, in in b'x's or kegs | 4 | |
| Bullion, west bound, released to valuation not exceeding $100 per ton | 4 | |
| Bungs, wooden. See Wooden Ware. | | |
| Burial Cases, Cement, released. Same as Wood Burial Cases. | | |
| Burial Cases, Crystal or Glass, (metal frame, glass panels, boxed, released) | 1½ | |
| Burial Cases, Metallic, boxed, released | 1½ | 3 |
| Burial Cases, Wood, wrapped, released | 1½ | |
| Burial Cases, Wood, wrapped and crated, released | 1 | |
| Burial Cases, Wood, completely boxed, released | 2 | |
| Burial Cases, not released | D 1 | |
| Burlaps | 4 | |
| Burlap Webbing, in bales, O. R. | 2 | |
| Burning Fluid, O. R. of leakage | 1 | |
| Burning Fluid, C. R. | 3 t 1 | |
| Bustles, N. O. S., in boxes | D 1 | |
| Bustles, wire or steel, nested in boxes | 1 | |
| Butter in crocks, O. R | D 1 | |
| Butter, in crocks or jars, or in glass, boxed, O. R. | 2 | 3 |
| Butter, in wood or tin, O. R | 2 | |
| Butter, Cheese, Eggs and Dressed Poultry, O. R | | 3 |
| Butter Color. Same as Oils, N. O. S. | | |
| Butter Tubs. See Wooden Ware. | | |
| Butter Tub Cover Fasteners, tin strap and tack combined | 2 | |
| Butterine. Same as Butter. | | |
| Butter Tub Stuff | 3 | D |
| Butter Work, set up | 1½ | |
| Butter Work, K. D | 1 | |
| Butts See Iron. | | |



| C | L. C. L. | C. L. |
|---|---|---|
| CABBAGE, O. R., P. P. or guaranteed: | | |
| Cabbage, in sacks, O. R. | 3 | C |
| Cabbage, in boxes, crates, barrels or hogsheads | 4 | |
| Cabbage, loose, O. R. | | |
| Cabbage, loose, less than C. L., NOT TAKEN. | | |
| Cabinets, Drug and Dye, boxed, O. R. | 1 | |
| Cabinets, Filing or Type Writer, boxed or crated, released | 1 | |
| Cabinets, Thread, empty, b'x'd., O. R. | D 1 | |
| Cabinets, Thread, filled with thread, boxed, O. R. | 1 | |
| Cabinets, Thread, filled with thread, boxed, C. R. | 3 t 1 | |
| Cable, Electric, inclosed in lead pipes, on reels | 4 | 5 |
| Cable, Wire, Telegraph | 4 | 5 |
| Cactus Fibre, pressed in bales | 3 | C |
| Calcium Solution, in tank cars or in barrels | | D |
| Caloric and Gas Engines, bxd., O. R., released | 1 | |
| Camera Stands, Photographers', S. U., crated or wrapped | D 1 | |
| Camera Stands, Photographers', K. D., tied in bundles | 1½ | |
| Camera Stands, Photographers', K. D., boxed or crated | 1 | |
| Camphene, O. R. of leakage | 1 | |
| Camphene, C. R. | 3 t 1 | |
| Canagre Roots, in sacks or brls., O. R | 4 | A |
| Canagre Roots, in bulk, O. R | | |
| Candles | 3 | 4 |
| Candy and Confectionery | 1 | |
| Candy and Confectionery, at an agreed valuation of 10 cents per lb, and so receipted for | 3 | |
| Canes | 1 | |
| Canned Fish (not Sardines), Fruit, Meats, Soups and Vegetables, N. O. S | 4 | 5 |
| NOTE.—Fruit Butter, Preserves or Jellies in tin cans, boxed, may be loaded in same car, at same rate, with Canned Meats, Fish, Fruit and Vegetables. | | |
| Cannon and Caissons | 2 | 4 |
| Can Jackets, wooden | 1 | Min. wei'ht 10000 lbs. |
| Can Jackets, in boxes, barrels or crates | 2 | |
| Cans, Railroad Milk Shipping | 1 | |
| Cans, Tin and Galvanized Iron, empty, O. R. | D 1 | |
| Cans, Tin and Galvanized Iron, empty, boxed or crated, or in wooden or metal jackets, O. R. | 1 | |
| Cans, Tin and Galvanized Iron, empty, nested, O. R., in boxes, barrels or crates | 2 | |
| Cans, Tin and Galvanized Iron, empty, min. wt. 15,000 lbs | | 5 |
| Cans, Pasteboard, with tin tops and bottoms, O. R. Same as Cans, Tin. | | |
| Cans, Oil, glass, in tin jackets, packed in cases, O. R. | 2 | 4 |
| Cans, Oil, Paper, metal trimmed, Same as tin cans. | | |
| Cant Hooks | 2 | |
| Canvas | 1 | |
| Canvas Roofing or Siding | 3 | B |
| Caps and Hats (including Straw Bonnets, Caps and Hats), in boxes | 1 | |

| C | L. C. L. | C. L. |
|---|---|---|
| Caps and Hats (including Straw Bonnets, Caps and Hats), in trunks | D 1 | |
| Caps, Percussion | 1 | |
| Capstans | 2 | |
| Carbon, Bi-sulphide of, in cans, boxed | 1 | |
| Carbon, Bi-sulphide of, in drums, O. R. L. | 2 | 4 |
| Carbon, Clinker (taken from gas retorts), in boxes, barrels, hogsheads or sacks | 4 | See Coke Tariff. |
| Carbon Points (electric light), boxed | 1 | 3 |
| Carbonate of Lime, bris. or hhds. | | |
| Carboys and contents, N. O. S., O. R. | D 1 | |
| Carboys, empty, O. R. | | B |
| Carboys, empty, returned, O. R., P. P. | 4 | D |
| Cards | 1 | |
| Cardboard | 2 | |
| Car Movers or Pushers, in boxes, barrels or crates | 4 | |
| Carpets and Carpeting, in rolls or bales | D 1 | |
| Carpets and Carpeting, O. R. chafing, and so receipted for | 1 | |
| Carpets and Carpeting, in boxes | 1 | |
| Carpet Lining, wadded | 1 | |
| Carpet Exhibitors, boxed, O. R. | 1 | |
| Carpet Lining, Sewed, in bales, compressed | 1 | 4 |
| Carpet Lining, Sewed, in bales, compressed, and Paper, Felt, for Carpet Lining | | 4 |
| Carpet Sweepers, bxd., released | 2 | |
| Carpet Warp | 1 | |
| Carriages, Children's. See Vehicles, Children's. | | |
| Carriages and Sleighs. Not Children's. See Vehicles. | | |
| Carriers, N. O. S | 1 | |
| Carriers: Bottles, N. O. S., empty, returned, in boxes, barrels or casks, O. R., actual weight (see Rule 18), prepaid or guaranteed, one-half 4th class rates. | | |
| Carriers as follows: Acid and Ammonia Tanks or Drums; Bags, N. O. S. (second hand); Cider and Vinegar Barrels; Cans, in boxes, barrels or crates; Coils or Reels, wood or iron; Crates; Coops; Cracker Boxes; Cracker Cases, tin, boxed; Egg Carriers or Cases; Fish Boxes; Fish Cars; Fruit Baskets, Boxes and Crates; Butter Crocks or Jars, boxed; Butter Tubs and Firkins; Iron Drums; Oil Barrels; Milk and Cream Cans; Meat Boxes or Carriers; Kegs, Powder, wooden or iron; Liquor Packages, wooden; Metal Cylinders; Oil Cases; Oyster Pails; Powder Magazines; Safe Harness, Iron; empty, returned, P. P. or guaranteed (see Rule 18) | 4 | |
| Carriers: Iron Acid Drums, returned | | 5 |
| Cars, Hand, Push or Mining | 1 | A |
| Cars, Inspection, Steam | 1½ | A |
| Cars, Logging, narrow gauge | 1 | A |
| Cars, Photograph | | A |
| Cars, Street, one-horse, min. wt. 6,000 lbs | 1 | |

| C | L. C. L. | C. L. |
|---|---|---|
| Cars, Street, two-horse, min. wt. 8,000 lbs | 1 | |
| Cars and Steam Motors, combined, when flat cars 36 feet or less in length are furnished, min. wt. 30,000 lbs | | A |
| Cars and Steam Motors, combined, when flat cars over 36 feet in length are furnished, min. wt. 24,000 lbs | | A |
| Cars, Street and Motor, combined, actual weight | 1½ | |
| Cars, Street, also Street Cars and Motors, combined, when flat cars 36 feet or less in length are furnished, min. wt. 30,000 lbs | | A |
| Cars, Street, also Street Cars and Motors, combined, when flat cars over 36 feet in length are furnished, min. wt. 24,000 lbs | | A |
| Cars, N. O. S. See Railway Equipment. | | |
| Car Seals, Lead, boxed | 4 | |
| Car Springs, Rubber, Steel or Volute | 4 | 5 |
| Car Trucks, Coal or Mining | 3 | 5 |
| Car Trucks, Electric Motor | 1 | 5 |
| Car Trucks, N. O. S., set up | 3 | |
| Car Trucks, N. O. S., K. D. | 4 | |
| Car Trucks, loaded on flat car | | 5 |
| Car Wheels and Axles | 4 | 5 |
| Carton Pierre, in bundles, released, or in boxes | 1 | 3 |
| Cartridges (Ammunition) | 1 | |
| Carts, Swill (Barrel), set up, on wheels | 1½ | |
| Carts, Swill (Barrel), taken apart | 1 | |
| Cases, Barrels or Casks, containing empty bottles, N. O. S., returned. See Carriers. | | |
| Cases, Metallic, for Screws, Bolts and Shot, in boxes or barrels | 3 | |
| Cases, Screw and Bolt, wooden, boxed or crated | 1 | |
| Cash Registers, boxed, O. R. | | D 1 |
| Casks, empty. See Barrels. | | |
| Cassia, in mats | 1 | |
| Cassia, in boxes | 2 | |
| Casters, Roller, packed | 3 | |
| Catsup. Same as Pickles. | | |
| Cattle Stanchions, in bundles | 3 | B |
| Celery | 1 | 3 |
| Cement, Asbestos | 4 | 5 |
| Cement, Building, in barrels: Portland Cement, in barrels, *minimum weight* 400 lbs. per barrel | 4 | |
| Domestic Cement, in brls., *minimum weight* 285 lbs. per barrel | 4 | C |
| Cement, Building, in sacks | 4 | |
| Cement, Mortar Color, in brls. | 4 | |
| Cement, Fruit Can | 3 | 4 |
| Cement, Paving (tar or pitch) | 4 | D |
| Cement Paving Blocks | | E |
| Cement Sidewalk Tile, boxed or crated, released | 4 | C |
| Cement Sidewalk Tile, O. R. | | |
| Cement Well Tubing, in crates or bbds. | 4 | B |
| Cement Window Caps, Sills, Chimney Tops and similar articles for Building Purposes, manufactured from Cement, O. R. | 4 | B |
| Cement, N. O. S. | 2 | |
| Chain, Iron. See Iron. | | |
| Chain, Brass or Copper | 2 | |
| Chain Pumps and Fixtures, O. R. | 1 | A |
| Chalk, in boxes | 3 | |

| C | L. C. L. | C. L. |
|---|---|---|
| Chalk, in brls. or hhds. | 4 | |
| Chalk, French, powdered, in barrels or casks | 4 | 5 |
| Charcoal, in brls., hhds. or sacks | 3 | D |
| Charcoal, in bulk | | |
| Cheese, in boxes, tubs or sacks | 2 | 3 |
| Cheese, loose, NOT TAKEN. | | |
| Cheese, Butter, Eggs and Dressed Poultry | | 3 |
| Cheese Boxes. See Wooden Ware. | | |
| Cheese Box Stuff | 3 | D |
| Cheese Presses. See Presses. | | |
| Cheese Safes. See Safes. | | |
| Chickory | 2 | 4 |
| Chicken Coops, empty | D 1 | |
| Chicken Coops, compactly folded, O. R. | 2 | |
| Chili, ground, in sacks, O. R. | 1 | |
| Chili, in natural state, O. R. | 2 | |
| China and Japan Goods, in cases, O. R. | 1 | |
| China and Japan Goods, in baskets, O. R. | D 1 | |
| China and Majolica Ware, in bxs., brls, casks or tierces, O. R. | 1 | |
| China and Majolica Ware, in crates or hhds., O. R. | 2 | |
| Chloride of Calcium | 4 | 5 |
| Chloride of Lime | 4 | 5 |
| Chocolate | 1 | |
| Choppers or Cutters, Meat, set up, O. R. | 1 | |
| Choppers or Cutters, Meat, K. D., boxed | 2 | |
| Churns. See Wooden Ware. | | |
| Cider (Apple), in wood, O. R., leakage and freezing | 4 | 5 |
| Cider (Apple), in wood, and Apples, O. R. | | |
| Cider (Apple), in bottles, packed, O. R. | 2 | 3 |
| Cider Syrup (Apple), in wood, O. R., leakage and freezing. Same as Cider (Apple) in wood. | | |
| Cigar Boxes, empty, in bdls. or crates, O. R. | D 1 | |
| Cigar Boxes, wooden, boxed, O. R. | 1½ | B |
| Cigar Box Lumber, not cut in shape. Same as Lumber. If veneered, will take same rating as the lumber from which the veneering is made. | | |
| Cigars and Cigarettes, boxed, not corded, strapped and sealed | D 1 | |
| Cigars and Cigarettes, boxed, corded, strapped and sealed | 1 | |
| Cigar Lighters, boxed | 1 | |
| Cinders | | E |
| Cistern Cleaners | 1 | |
| Cisterns, Wooden | D 1 | D |
| Cisterns, Wooden, K. D., O. R. | 3 | B |
| Citron | 1 | |
| Clay, Ground in brls., casks or sacks | 4 | E |
| Clay, Fire | | D |
| Clay, Common | | E |
| Clay, Fire, and Fire Brick, O. R. | | D |
| Cleaners, Window, Rubber, boxed | 2 | |
| Clips, Letter File, boxed | 1 | |
| Cloak Racks and Hangers, bxd. or crated | 2 | |
| Clocks and Weights, boxed, O. R. | 1 | |
| Cloth Rollers, boxed or crated, released | 1 | |
| Clothes Line, Wire | 3 | |



| C | L. C. L. | C. L. |
|---|---|---|
| Clothes Pins. See Wooden Ware. | | |
| Clothes Reels | 2 | A |
| Clothing, boxed | 1 | |
| Clothing, in trunks (trunks released | D 1 | |
| Clothing in bales, NOT TAKEN. | | |
| Cloves | 2 | |
| Coal, in hogsheads, barrels, boxes or bags | 4 | See Tariff. |
| Coal, in bulk | | |
| Coal Oil. See Oils. | | |
| Coal Scuttles | 2 | 5 |
| Coal Tar. See Tar. | | |
| Cob Mills. See Mills. | | |
| Cocoa | 1 | |
| Cocoanut, Concentrated or Desiccated | 2 | |
| Cocoanuts, in boxes, bags, barrels or hogsheads | 2 | A |
| Cocoanuts, when loaded in car with Bananas or other Green Fruit, in car loads, same rate as Green Fruit. | | |
| Cocoanut Oil (in liquid or solid form). Same as Oil, N. O. S. | | |
| Cocoanut Shells | 4 | C |
| Codfish. See Fish. | | |
| Coffee, Condensed, in glass, bxd. | 1 | |
| Coffee, Condensed, in cans, bxd. | 3 | 5 |
| Coffee, Ground, in bxs. or brls. | 3 | |
| Coffee, Extract or Essence | 3 | |
| Coffee, Roasted, in sacks | 3 | |
| Coffee, Roasted, packed in boxes or barrels | 4 | 5 |
| Coffee, Roasted, in tin cans, boxed or crated, O. R. | 4 | |
| Coffee, Green, in sacks | 4 | 5 |
| Coffee Mills. See Mills. | | |
| Coffee. See Burial Cases. | | |
| Coffin Trimmings, plated, bxd., released | 2 | |
| Coke, in boxes, barrels, hogsheads or sacks | 4 | See Tariff. |
| Coke, in bulk | | |
| Cologne Spirits. See Liquors and Liquids, N. O. S. | | |
| Combination Step Ladder and Chair. Same as Step Ladders. | | |
| Combination Stucco and Cement Work, for interior decorating, in bundles, released, or in boxes or crates | 1 | |
| Combination Stucco and Cement Work, for interior decorating | 3 | |
| Concentrated Lye | 4 | |
| Conduits, Underground, for Electric Wires, Stone or Cement | 4 | D |
| Condition Powders (animal) O. R. | 1 | |
| Cookers, Steam, tin, boxed or crated | D 1 | |
| Cookers, Steam, Tin, nested, boxed | 1 | |
| Cooking Crocks (made of tin and earthenware), in boxes or crates, O. R. | 1 | |
| Coolers, Water, boxed, O. R. | 1 | |
| Cooling Room, K. D. | 2 | 5 |
| Cooper's Flags, in bundles | 1 | |
| Confectionery. See Candy. | | |
| Copper, N. O. S., in boxes | 2 | |
| Copper Bolts, Nails, Rods, Rivets, Sheets, Rolls, Plates, Blanks, Tubing, Screws and Flues, O. R. | 1 | |

| C | L. C. L. | C. L. |
|---|---|---|
| Copper Bolts, Nails, Rods, Rivets, Sheets, Rolls, Plates, Blanks, Tubing, Screws and Flues, in boxes, barrels or casks | 3 | |
| Copper bottoms, boxed | 2 | 4 |
| Copper Wire | | |
| Copper, Ingot or Pig, not boxed | 2 | |
| Copper, Ingot or Pig, in boxes or casks | 3 | 4 |
| Copper and Brass Scrap | 3 | 4 |
| Copper or Brass Vessels, O. R. | 1 | |
| Copper or Brass Vessels, in bxs. or barrels, O. R. | 2 | |
| Copperas | 4 | 5 |
| Copying Presses. See Presses. | | |
| Cordage. See Twine. | | |
| Cork or Corks | 1 | |
| Cornice and Brackets, Copper, Galvanized Iron or Zinc, released | 3 | 1 |
| Cornice and Brackets, Copper, Galvanized Iron or Zinc, nested and racked, released | 1 | |
| Cornice and Brackets, Copper, Galvanized Iron or Zinc, C. L., or when flat car is required, L. C. R., released, min. wt. 36,000 lbs | | 3 |
| Corn Cobs, in sacks or boxes | 2 | |
| Corn Cobs | | E |
| Corn Flake, in sacks, O. R. | 2 | |
| Corn Flake, in boxes, barrels or kegs | 3 | 5 |
| Corn Planters. See Ag'l Imp'ts. | | |
| Corn Shellers. See Ag'l Imp'ts. | | |
| Corn Malt | 4 | C |
| Corn Meal, in paper sacks or bxs. | 4 | Wheat |
| Corn Meal, in cotton sacks | 4 | Tariff |
| Corn Meal, in barrels | 4 | Rates. |
| Corn, Pop, in the car | 3 | |
| Corn, Pop, Shelled, in boxes, barrels or sacks | 3 | 5 |
| Corn, popped | 1 | |
| Corroding Pots, loose, O. R. | 1 | |
| Corroding Pots, in boxes, barrels, casks or crates, O. R. | 2 | B |
| Cosmoline, in glass or cans, bxd. | 1 | |
| Cotton, in bales | 1 | |
| Cotton Bale Ties, iron | 4 | 5 |
| Cotton Gins | 3 | |
| Feeders and Condensers | 1 | A |
| Feeders and Condensers, min. weight 15,000 lbs | | 3 |
| Cotton Presses. See Presses, Cotton. | | |
| Cotton Seed. See Seeds. | | |
| Cotton Seed Meal and Stock | 4 | C |
| Cotton Seed Hullers | 2 | |
| Cotton Seed Oil. See Oils. | | |
| Counters and Shelving for Stores, Offices and Saloons (not including Mirrors), set up, released | D 1 | |
| Counters and Shelving for Stores, Offices and Saloons (not including Mirrors), K. D. (in straight sections not over 12 feet in length), released | 1 | A |
| Counters, Sectional, including Cast Iron Pilasters, completely taken apart and packed flat | 3 | |
| Covers, wooden. See Wooden Ware. | | |
| Covers, wooden, L. C. L., not crated or boxed, NOT TAKEN. | | |

| | C | L. C. L. | C. L. |
|---|---|---|---|
| Cracked or Rolled Wheat, in sacks, O. R. | 2 | | 5 |
| Cracked or Rolled Wheat, in boxes, barrels or kegs | 3 | | |
| Crackers | 3 | | 4 |
| Cracker Meal | 3 | | |
| Cracker Box Covers, glass, in boxes, barrels or crates | 2 | | 4 |
| Cranberries, Domestic or imported, in boxes, O. R. | 2 | | 4 |
| Cranberries, Domestic or Imported, in barrels, O. R. | 3 | | |
| Crates, containing Damaged Paper, returned to paper manufacturers | 4 | | |
| Crayons, boxed | 2 | | |
| Cream Preservative, O. R. | 1 | | |
| Creameries, used for refrigerating cream. Same as Refrigerators, N. O. S. | | | |
| Cream Separators, detachable parts removed, boxed or crated, O. R. | 1 | | |
| CREAMERY AND CHEESE FACTORY OUTFIT: | | | |
| Engine, Boiler, Smoke Stack, Pipe and Connections, Shafting and Hangers, Pulleys, Force Pumps, Belting, Weighing Cans, Setters, Refrigerator Cream Tanks and Cans, Cheese Press, Curd Mills, Cream Separator, Vats, Churns and Butter Worker, Milk or Cream Testing Machines and Crane Irons | | | A |
| Cream Cans filled | 2 | | |
| Cream Cans empty, returned. See Carriers. | | | |
| Cream Tartar | 2 | | |
| Crockery and Earthenware, in bxs. or boxes | 2 | | |
| Crockery and Earthenware, in crates, casks or hhds, N. O. S., O. R. B. | 4 | | 5 |
| Crockery and Earthenware, in bulk, O. R., valuation not to exceed $500 per car, to be so stated by shipper in shipping receipt, loaded by shipper and unloaded by consignee | | | 5 |
| Crockery Urinals or Sinks, in boxes, barrels or crates, O. R. | 2 | | |
| Crockery or Earthenware Water-closet Bowls, O. R. | 2 | | |
| Croquet Sets, boxed | 2 | | |
| Crucibles and Scorifiers, loose, O. R. | 1 | | |
| Crucibles and Scorifiers, in barrels, boxes, crates or casks, O. R. | 2 | | B |
| Cups, Self-Oiling (for machinery), boxed | 1 | | |
| Currants, Fresh, O. R., prepaid | 1 | | |
| Currants, dried or desiccated, in cans, bxs. or brls. or in sacks, released | 3 | | 4 |
| Curd | 3 | | |
| Curtain Rods or Poles, boxed, released | 1 | | 4 |
| Curtain or Shade Rollers or Slats, Window, without fixtures, in boxes, crates or bundles | 2 | | 5 |
| Curtain or Shade Rollers or Slats, Window, with fixtures, boxed | 2 | | 4 |
| Curtain or Shade Fixtures, boxed, released | 1 | | |
| Cutlery, boxed | 1 | | |
| Cylinders, Ph'n'gr'ph or Graphophone, paper or wax, bxd., O. R. | 1 | | |

D

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|---|---|---|---|
| DATES | 1 | | |
| Decoy Ducks or Geese, boxed | 1 | | |
| Deer Horns, boxed | 1 | | |
| Deer Skins, in bales or bundles | 1 | | |
| Demijohns, empty, O. R. | D 1 | | |
| Demij'ns, bxd. or in casks, O. R. | 1 | | 4 |
| Desk Racks, adjustable, K. D., boxed | 2 | | |
| Dentists' Plaster, in barrels | 4 | | C |
| Disinfectants, dry, in barrels | 3 | | |
| Disinfectants, Fluid, in barrels, O. R. | 2 | | |
| Disinfectants, N. O. S., O. R. | 1 | | |
| Ditching Machines. See Machines, Ditch. | | | |
| Door and Window Frames. See Blinds. | | | |
| Doors. See Blinds. | | | |
| Door Trusses and Braces, iron | 2 | | |
| Door Trusses and Braces, iron, boxed or crated | 3 | | 5 |
| Dowel Pins. Same as Woods, Turned. | | | |
| Draw Teeth. See Agr'l Impl'ts. | | | |
| Drain Cleaners, in bundles | 2 | | |
| Drain Tile. See Tile. | | | |
| Drawers, Money, bxd. or crtd., O. R. | 1 | | |
| Drawer Equalizers, wood, in bxs. or crates | 2 | | |
| Dripping Pans. See Stoves. | | | |
| Drugs and Medicines, O. R. | 1 | | |
| Drums. See Music'l Instr'm'nts. | | | |
| Dry Goods, in boxes | 1 | | |
| Dry Goods, in trunks (trunks released) | D 1 | | |
| Dry Goods, in bales | D 1 | | |
| Dry Goods, in bales, O. R., released | 1 | | |
| Cotton Piece Goods. Third class rate will apply on dry goods, as follows: Any of the following named articles made wholly of cotton, when specific name of articles and name of shipper are plainly marked on outside of packages and stated in shipping receipt or bill of lading (marking or describing packages as containing "cotton piece goods" will not be sufficient), to wit: Calicoes, Canton Flannels (plain or dyed), Canvas, Corset Jeans, Cottonades, Cotton Warp, Cotton Yarn, Crash (Linen or Cotton), Dom'stic ch'cks, Stripes, and Cheviots, Cotton Duck, Denims, Drills, Dom'st'c Ginghams, Glazed Cambrics, Osnaburgs, Sheetings (bleached and brown), Tickings, Window Hollands, in bales, O. R. C., or in boxes. Also Bags, Sacks or Bagging, other than Burlap, Gunny or Jute, any quantity." | | | |
| Dust Arresters and Blow Pipe, Galvanized Iron, O. R. | 3 t 1 | | |
| Dye Stuffs, N. O. S. | 2 | | |
| Dye Woods | 1 | | 4 |
| Dynamos | | | |



| | E | L. C. L. | C. L. |
|---|---|---|---|
| EARTHEN WARE. See Crockery. | | | |
| Earth, Fuller's | 4 | | 5 |
| Eave Troughs, wooden, O. R. | 2 | | C |
| Edge Tools, boxed | 2 | | |
| Egg Box Stuff, wooden, in bundles or racks | 4 | | |
| Egg Carrier Fillings (strawboard and wood), K. D., boxed | 4 | | B |
| Egg Cases and Carriers, new | 1 | | |
| Egg Carriers and Cases, ret'rn'd. See Carriers. | | | |
| Eggs, Condensed, in cans, boxed | 3 | | 5 |
| Eggs, in baskets, O. R. | D 1 | | |
| Eggs, in patent carriers, O. R. | 2 | | |
| Eggs, packed in brls. or boxes, O. R., F. P. | 2 | | 3 |
| Eggs, Butt'r, Che'se, and Dre'sed Poultry, O. R. | | | 3 |
| Egg Compound, O. R. | 1 | | |
| Egg Yolks, in bris., O. R. | 2 | | |
| Electrical Appliances and Supplies, N. O. S., in bxs. or bris. | 1 | | |
| Electric Light Globes and Bulbs or Lamps, glass, in boxes or barrels, O. R. | 1 | | |
| Electric Light Globes and Bulbs or Lamps, Glass, not packed, NOT TAKEN. | | | |
| Electric Plant Outfit, released: Dynamos, K. D., crated; Dynamo Parts, K. D., boxed; Wire; Pins and Cross Arms; Insulators | | | 4 |
| Electric Street Mains and Couplings | 4 | | 5 |
| El'ctrot'pe and Ster'ot'pe Plates, boxed, O. R., released | 1 | | |
| El'ctrot'pe and Ster'ot'pe Plates, old, returned to mfrs., O. R. | 4 | | |
| Elevators, Freight and Passenger. See Machines, Hoisting. | | | |
| Elevator Buckets or Boots, tin or iron, tied in bundles or crated | 2 | | |
| Elevator Buckets or Boots, tin or iron, nested, completely boxed | 3 | | A |
| Elk Heads and Horns, S. U. (mounted), boxed or crated, O. R. | D 1 | | |
| Embalming Fluid, in glass or jugs, boxed, O. R. B. | 1 | | |
| Embalming Fluid, in barrels or kegs, O. R. L. | 4 | | |
| Emery | 2 | | 4 |
| Emery Wheels, boxed | 2 | | |
| Emigrants' Movables (hous'hold goods, released to a valuation of $5.00 per 100 lbs., in case of loss or damage), prepaid or guaranteed (see Rule 9) | | | B |
| The term "Emigrants' Movables" applies to Household Goods, Farm Machinery and Wagons (second hand), Live Stock, not to exceed ten (10) head, Trees and Shrubbery, Lumber and Shingles (not to exceed in the aggregate the equivalent of 2,500 feet of Lumber), Fence Posts (not to exceed 250 in number), or a Portable House, and property included in the outfit of intending settlers, but does NOT include Doors, Sash, Blinds, Provisions, Grain (unless intended for seed, or for feeding animals while in transit), General Merchandise, or any articles intended for sale or speculation. | | | |

| | E | L. C. L. | C. L. |
|---|---|---|---|
| Enameled Cloth and Opaques, boxed | 1 | | |
| Enameled Ware, Sheet Iron, in boxes, crates or barrels | 1 | | 4 |
| Enamel'd Ware, Sh't Iron, nested, in boxes, bris. or crates | 2 | | |
| Engines, Fire, N. O. S., Chemical, min. wt. 6,000 lbs. each | 1 | | |
| Engines, Fire, Chemical, Hand, actual weight | D 1 | | |
| Engines, Fire, N. O. S., Hand, min. wt. 3,000 lbs. each | 1 | | |
| Engines, Fire, Steam, min. wt. 8,000 lbs. each | 1 | | |
| Engines, Fire, Steam, Hand, min. wt. 3,000 lbs. each | 1 | | A |
| Engines, Lawn, min. wt. 1,000 lbs. each | 1 | | |
| Engines, Steam, K. D., to be loaded and unloaded by owner, the light and easily breakable and detach'ble p'rts removed and boxed | 1 | | |
| Engines, Caloric and Gas, bxd., O. R., released | 1 | | |
| Engines, Steam, Boilers and Machinery, O. R. | | | A |
| Engines, Traction. See Agricultural Implements. | | | |
| Envelopes, in boxes | 1 | | |
| Epsom Salts | 2 | | |
| Erasers, Blackboard, in boxes | 1 | | |
| Evaporators, Sugar. See Agricultural Implements. | | | |
| Evaporators, N. O. S. | D 1 | | |
| Evaporators, Fruit, bxd. | D 1 | | |
| Evaporators, Fruit, K. D., flat, crated, released | 2 | | 4 |
| Evap'rat'rs and Steamers, Feed, released | 1 | | |
| Evaporator Tank, Water | | | E |
| Excavators, Steam. See R. R. Excavators. | | | |
| Excelsior, in bales | 3 | | C |
| Extracts, N. O. S. | 1 | | |
| Extract of Beef and Bouillon, boxed, O. R. | 1 | | |

F

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|---|---|---|---|
| FACINGS, Coal | 4 | | D |
| Fallow Boards. Same as Foundry Flasks. | | | |
| Fans, boxed | 1½ | | |
| Fan Mills. See Ag'l Imp'ts. | | | |
| Fanning Mill Material, Wood, in the rough | 3 | | C |
| Farina | 2 | | |
| Feathers, Feather Beds and Pillows, in bales, bags or bundles, O. R. | D 1 | | |
| Feathers, Imported, in original packages (iron-hooped bales) weighing not less than 600 lbs. | 2 | | |
| Feather Dusters, boxed, O. R. | D 1 | | |
| Feed Cutters. See Ag'l Imp'ts. | | | |
| Feed, ground, in sacks | 4 | | Corn Tariff Rates |
| Feed Steamers and Cookers | D 1 | | |
| Feed Steamers and Cookers, released | 1 | | 5 |
| Feldspar | 4 | | 5 |
| Felt for roofing | 4 | | 5 |
| Felt, Hair, in bales, released | 2 | | 3 |
| Fence-post Drivers, K. D. flat, in boxes or bundles, released | 1 | | A |
| Fence Wire. See Wire, Fence. | | | |
| Fence, Wooden, in sections, and Gates | 1 | | B |
| Fence, Wooden, K. D., in bundles | 3 | | |
| Fenders, Iron. See Stoves. | | | |

| F | L. C. L. | C. L. |
|---|---|---|
| Fenders, Brass. See Brass Fenders. | | |
| Fertilizing Salt | 4 | E |
| Fertilizers, N. O. S., in packages | 4 | E |
| Fibre, N. O. S., in bales, O. R. of fire | 2 | B |
| Fibre, Grass, pressed in bales, O. R. of fire | 2 | |
| Fibre, Cocoa, in dhoils, or pres'd in bales, O. R. of fire | 2 | |
| Fibre, Palm, in bales, O. R. of fire | 2 | B |
| Fibre Ware. See Wooden Ware. | | |
| Figs, in drums or sacks | 1 | |
| Figs, in boxes or casks | 2 | |
| Figures, Wooden or Display, N. O. S., S. U. | 3 t 1 | |
| Figures, Wooden or Display, N. O. S., crated | 1½ | |
| Figures, Wooden or Display, N. O. S., boxed | 1 | |
| Filters, Wooden, O. R. | 2 | |
| Filters, Metallic, in boxes or barrels, O. R. | 1 | 3 |
| Filters, N. O. S., boxed | 1 | |
| Fire Arms, boxed. O. R. | 1 | |
| Fire Brick. See Brick, Fire. | | |
| Fire Clay. See Clay. | | |
| Fire Crackers and Fire Works, *tightly boxed*, released | D 1 | 1 |
| Fire Extinguishers, Hand Grenade, boxed. O. R. | 1 | A |
| Fire Extinguishers, N. O. S., O. R. | 1 | |
| Fire Kindlers, N. O. S. | 3 | B |
| Fish, Fresh, (gross weight) O. R., P. P. or guaranteed | 1 | 4 |
| Fish, Fresh, not in water-tight packages. NOT TAKEN. | | |
| Fish, Dried, Pickled or Salted, N. O. S. | 4 | 5 |
| Fish, Cod, in bundles | 3 | |
| Fish Eggs, O. R., P. P., or guaranteed | 1 | 4 |
| Fish, Herring, dried or smoked, in boxes | 3 | 5 |
| Fishing Poles | D 1 | 4 |
| Fishing Rods, jointed, boxed | 1 | |
| Fishing Tackle, boxed | 1 | |
| Flags, mounted, boxed | 1 | |
| Flags, Coopers', in bundles | 1 | |
| Flax Meal | 4 | C |
| Flax and Flax Moss, in bales, O. R. of fire | 3 | B |
| Flax Straw | 4 | E |
| Flint, Ground, in packages | 4 | 5 |
| Flour, in barrels, 200 lbs. per brl. (exception to Rule 1) | 4 | Wheat Tariff Rates |
| Flour in cotton sacks or boxes, O. R. of wet and waste, actual weight | 4 | |
| Flour, in paper sacks, O. R. of wet and waste, actual weight | 3 | |
| Flour, Buckwheat, in barrels, 200 lbs. per barrel (exception to Rule 1) | 4 | |
| Flour, Buckwh't, in cotton sacks or boxes, O. R. of wet and waste, actual weight | 4 | Wheat Tariff Rates |
| Flour, Buckwh't, in paper sacks, O R. of wet and waste, actual weight | 3 | |
| Flour and Feed. Flour tariff rates. | | |
| Flour Packers | 3 | A |
| Flowers, Artificial, in boxes, P. P. or guaranteed | D 1 | |
| Fluor Spar | 4 | D |
| Fluters, boxed | 2 | |
| Fly Nets. Same as Harness, N. O. S. | | |

| F | L. C. L. | C. L. |
|---|---|---|
| Fly Paper, in boxes or bundles | 1 | |
| Fly Traps, boxed | 1½ | |
| Fodder Cane. Same as Hay. | | |
| Food Preservatives. See Preservatives, Food. | | |
| Foot Warmers and Facings, stone, O. R. | 2 | |
| Forges, Portable. See Iron. | | |
| Forks, Coke or Tanner's, in bundles | 2 | |
| Forks, Hay, Manure and Barley. See Agr'l Implts, Hand. | | |
| Fossil Specimens, in Rock, O. R., P. P. | 4 | |
| Foundry Facings, N. O. S. | 4 | D |
| Foundry Flasks (new or second hand) | 3 | B |
| Frames, Looking-glass. Same as Frames, Picture. | | |
| Frames, Picture, wrapped | D 1 | |
| Frames, Picture, wrapped, released | 1½ | |
| Frames, Picture, b'xd or crated | 1 | |
| Frames, Picture and Mirror, and Moldings, wrapped or packed, released, min. wt. 10,000 lbs | | 2 |
| Frames, Door and Window. See Blinds. | | |
| Fruit Butter. See Preserves. | | |
| Fruit, Dried or Desiccated, N. O. S., in cans, boxes, barrels, or sacks, released | 3 | 4 |
| NOTE.—All dried fruit taking same classification in L. C. L. and in C. L., may be taken in mixed C. L. at the C. L. rate. | | |
| Fruit Driers, N. O. S. (cast iron parts of, detached and boxed or crated), O. R. | 1 | |
| Fruit, Green, N. O. S., O. R., prepaid or guaranteed | 1 | 3 |
| Fruits, Green, Tropical and Domestic (including Cocoanuts, but not including Nuts, edible, N. O. S.), and Cranberries, domestic or imported, P. P. or guaranteed | | 1 |
| Fruit Jars or Fruit Jar Tops in boxes or barrels, O. R. | 3 | 4 |
| Fuel, Composition, in barrels or kegs | 3 | 4 |
| Fuel or Stove Cartridges, box'd | 1 | |
| Furnaces and Furnace Castings, Grate Bars and Castings. See Stoves. | | |
| FURNITURE, released at owner's risk of rubbing, chafing or ordinary breakage, when in car loads, as follows, viz: | | |
| Bedslats | | D |
| Bedsteads, min. wt. 16,000 lbs | | A |
| Bunks, Iron, min. wt. 16,000 lbs | | A |
| Chairs, Common, not upholstered, min. wt. 12,000 lbs | | 4 |
| Chair Seats, perforated wood | | A |
| Church Furniture, K. D.—Altars, Pew Backs, Chancel Rails, Mouldings, Pew Ends, Pulpits, seats, etc., min. wt. 10,000 lbs | | 3 |
| Furniture, New, all kinds, min. wt. 7,000 lbs | | 2 |
| Refrigerators, min. wt. 16,000 lbs | | A |
| Mattresses, Spring Beds and Wire Cots, min. wt. 10,000 lbs | | 4 |
| Safes, Kitchen, minimum wt. 16,000 lbs | | E |
| School Desks and Seats | | A |



| F | L. C. L. | C. L. |
|---|---|---|
| Furniture—Continued. | | |
| School Desk Castings | | A |
| Tables and Table Slides | | A |
| Theatre Seats, minimum wt. 16,000 lbs | | 3 |
| Furniture, new, at owner's risk of rubbing, chafing or breakage, released, when in less than C. L., as follows, viz: | | |
| Bank Counters set up | D 1 | |
| Bank Counters, K. D. (in straight sections not over 12 feet in length) | 1 | |
| Beds, Folding (Folding Beds), boxed, wrapped or crated | 1 | |
| Bedslats in bundles | 3 | |
| Bedsteads, N. O. S. | 2 | |
| Bedsteads, brass, K. D. | 1 | |
| Bedsteads, Iron, K. D. | 2 | |
| Book Cases, wrap'd or crat'd | 1 | |
| Bottle or Liquor Cases, box'd or crated | 1 | |
| Bunks, Iron, K. D., in b'ndls | 3 | |
| Bunks, wrapped or crated | 1 | |
| Bureau Glass Frames, in bundles, wrapped or crated | 1 | |
| Car Seats and Chairs upholstered, boxed or crated | 1 | |
| Chairs, Barber, Dental, Reclining or Surgical, set up | D 1 | |
| Chairs, Barber, Dental, Reclining or Surgical, partially K. D. | 1 | |
| Chairs, Barber, Dental, Reclining or Surgical, comp'tly K. D. | 2 | |
| Chairs, Camp and Folding-seat, wrap'd or crated | 2 | |
| Chairs, Hammock, Folding | 2 | |
| Chairs, N. O. S., completely boxed | 1 | |
| Chairs, N. O. S., K. D., in bundles or boxes | 2 | |
| Chairs, N. O. S., set up, wrap'd or crated | D 1 | |
| Chairs, Rattan or Willow, set up, wrapped or crated | 3 t 1 | |
| Chairs, Rattan or Willow, K. D., wrapped or crated | D 1 | |
| Chairs, Cane, Splint and wood seat, set up, wrapped or crated | 1½ | |
| Chair Frames | 3 t 1 | |
| Chair Seats, perforated wood, K. D., tied in bundles | 1 | |
| Chair Seats, perforated wood, K. D., crated or boxed | 2 | |
| Chiffoniers, crated or wrap'd | 1 | |
| Church Furniture, S. U.—Altars, Pew Backs, Chancel Rails, Mouldings, Pew Ends, Pulpits, Seats, etc. | 1½ | |
| Church Furniture: Altars, Pew Backs, Chancel Rails, Mouldings, Pew Ends, Pulpits, Seats, etc. K. D. | 2 | |
| Cots, K. D. or folded | 3 | |
| Cribs, Brass, set up | D 1 | |
| Cribs, Brass, K. D. | 1 | |
| Cribs, N. O. S., K. D. or folded | 2 | |
| Dressing Cases, crated or wrapped | 1 | |
| Desks, wrapped or crated | 1 | |
| Furniture, Bamboo, wrapped or crated | D 1 | |
| Furniture Frames, N. O. S. | 3 t 1 | |
| Furniture, Iron, N. O. S., set up | D 1 | |
| Furniture, Iron, N. O. S., K. D. | 1 | |
| Furniture, Rustic, set up | D 1 | |
| Furniture—Continued. | | |
| Furniture, N. O. S., set up, crated or wrapped | D 1 | |
| Furniture, N. O. S., K. D., tied in bundles | 1½ | |
| Furniture, N. O. S., K. D., b'xd or crated | 1 | |
| Hall Stands, set up, wrapped, crated or boxed | 1½ | |
| Hall Stands, K. D., wrapped or crated | 2 | |
| Hassocks and Foot Stools, wrapped | 1 | |
| Hat Racks, S. U., wrapped | 1½ | |
| Hat Racks, K. D., wrapped, crated or boxed | 2 | |
| Lounges, Upholstered, N. O. S., wrapped or crated | D 1 | |
| Lounges, Upholstered, backs taken off | 1 | |
| Lounges, Willow or Rattan, | 3 t 1 | |
| Lounge Frames, set up | 3 t 1 | |
| Lounge Frames, backs taken off | 1 | |
| Marble, Slate or Stone Slabs, for Furniture, b'xd or cr'td | 3 | |
| Mattresses, all kinds | 1 | |
| Refrigerators, N. O. S. | 2 | |
| Refrigerators, Paper, wrap'd, O. R. | 1½ | |
| Safes, Kitchen, set up | 1½ | |
| Safes, Kitchen, K. D. | 2 | |
| School Desks and Seats, set up | 1 | |
| School Desks and Seats, K. D. | 2 | |
| School Desk Castings, cr'td | 2 | |
| School Desks, fold'd and compact, wrapped, O. R., rel'sd | 2 | |
| Screens, Ornamental, wood or composition, packed flat, boxed | D 1 | |
| Settees, same as Chairs. | | |
| Sideboards, wrap'd or cr'd | 1 | |
| Sofas and Tete-a-Tetes, wr'pd or crated | D 1 | |
| Spring Beds, set up | 1½ | |
| Spring Beds, folded and tied in bundles | 1 | |
| Spring Beds, K. D., boxed | 2 | |
| Tables, wrapped or crated | 1 | |
| Tables, K. D. or folded | 2 | |
| Table Legs, Slides, Leaves, and Supports | 3 | |
| Theatre Seats, S. U. | 1½ | |
| Theatre Seats, K. D. | 2 | |
| Wardrobes, set up, wrapped or crated | 1½ | |
| Wardrobes, K. D., wrapped or crated | 2 | |
| Washstands, wrap'd or cr'd | 1 | |
| Furs, in sacks or bales | 3 t 1 | |
| Furs, in boxes | 1 | |
| Fuse, O. R. | 1 | |

G.

| | | |
|---|---|---|
| GAMBIER | 3 | |
| Gambrels, in boxes, barrels, or crates | 4 | |
| Game, O. R., prepaid, subject to State laws | 1 | |
| Gas and Caloric Engines, box'd, O. R., released | 1 | |
| Gas, in metal cylinders, O. R., P. P., boxed | 1 | |
| Gas Fixtures, in boxes, barrels or hhds., O. R. | 1 | |
| Gas House Trays, in bundles | 3 | |
| Gas Liquor, in tank cars furnished by shipper | | D |

| G | L. C. L. | C. L. |
|---|---|---|
| Rating given on Gas Liquor should be confined to liquor obtained as a by-product in the manufacture of gas, it being the water used in clarifying gas after it has become saturated with gas fumes. | | |
| Gas Meters, boxed or crated, O. R. | 1 | |
| Gasoline, in barrels. See oils. | | |
| Gasoline in tin cans, boxed (see also Oils) | 3 | 5 |
| Gasoline, in tin cans, jacketed | 1½ | |
| German Silver Ware, boxed, released | 1½ | |
| German Silver in sheets or rolls, in boxes, barrels, half-barrels or casks | 3 | |
| Ginger | 2 | |
| Ginger Ale | 3 | 5 |
| Ginger Ale and Mineral Water | 5 | |
| Ginseng | 1 | |
| Glass, Colored, N. O. S., Decorated, Enameled, Figured, Ground, Leaded or Stained. Same as Plate Glass. | | |
| Glass, Plate, boxed, loaded in box cars, C. R | D 1 | |
| Glass, Plate, boxed, loaded in box cars, O. R | 1 | 3 |
| Glass, Plate, box and flat car sizes, loaded together on flat cars, box car sizes not exceeding 30 feet, united measurement (length and width added) O. R | 1 | |
| Glass, Plate, box and flat car sizes, loaded together on flat cars, flat car sizes exceeding 20 feet, united measurement, O. R | 3 | 4 |
| Glass, Plate, or Looking Glasses, boxed, when of such size as to require flat car, O. R., released, three times first class. NOTE.—The charge for a car load not exceeding 20,000 lbs. should not exceed the charge on 20,000 lbs. at third class rate, and the minimum ch'rge for any shipment loaded on a flat car shall be 20,000 lbs. at class C rate. | | |
| Glass, Rough, for vaults or skylights | 4 | 5 |
| Glass, Rough Rolled or Ribbed, colored or uncolored, N. O. S. | 4 | 5 |
| Glass, Window, Common, boxed, external measurement of package exceeding 86 united inches (length and width added), O. R | 1 | |
| Glass, Window, Common, boxed, external measurement of p'kg not exceeding 86 united inches (length and width added), O. R | 2 | |
| Glass, Window, Common, boxed, external measurement of package not exceeding 68 united inches (length and width added), O. R | 4 | |
| Glass, Window, Common, boxed, loaded in box cars, O. R | | 5 |
| Glasses, Looking, boxed, external measurement of package exceeding 5 ft. in length, loaded in box car, O. R | D 1 | |
| Glasses, Looking, boxed, external measurement of package under 5 ft. in length, loaded in box car, O. R | 1 | |

| G | L. C. L. | C. L. |
|---|---|---|
| Glass Balls, in boxes or bris | 2 | |
| Glass, Bent, boxed, O. R. B | 1½ | |
| Glassware, N. O. S., in boxes, bris., casks or crates, O. R | 2 | 4 |
| Glassware, N. O. S., Glass Lamps and Founts, Lamp Chimneys and Bottles, N. O. S., in boxes, barrels, crates or or casks, O. R | | 4 |
| Glass Oil Cans, in tin jackets, packed in cases, O. R | 2 | 4 |
| Glass, Scrap, in boxes, bris. or hhds. (See also Junk) | 4 | D |
| Glass Signs, boxed, O. R. prepaid | D 1 | |
| Globes, Geographical, boxed, O. R | D 1 | |
| Glucose and Glucose Syrup | 4 | 5 |
| Glucose Refuse or Sugar Meal | 3 | E |
| Glue | 3 | |
| Glue Stock, in bris. or hhds | 4 | D |
| Glue Stock, green, in sacks. Not taken. | | |
| Glue Stock, dry, in bdls. Same as Hides, dry, in bundles. | | |
| Glue Stock, Scrap, dry, in bulk | | D |
| Glycerine, O. R | 1 | |
| Glycerine, crude, O. R | 3 | |
| Goat Robes, in bales | 1½ | |
| Goat Robes, boxed | 1 | |
| Gold and Silver Foil. Not taken as freight. | | |
| Graders' Outfit, second hand (See Rule 9) | | A |
| Grain Conveyers and Fixtures (Fixtures must be boxed) | 2 | 3 |
| Grain, L. C. L., taken in bags only | 4 | See Tariff Corn Tariff Rates. |
| Grain Screening, in bags | 4 | |
| Grain Screenings, in bulk | | |
| Granite. See Marble. | | |
| Granite Ware. See Stamped Ware. | | |
| Grafts, Fruit Tree, in bxs. or bris., O. R., P. P. or guaranteed | 2 | B |
| Grape Cuttings, boxed, O. R., prepaid or guaranteed | 2 | B |
| Grapes, Domestic or Foreign, O. R., prepaid or guaranteed, in boxes, kegs, baskets or stands | 1 | 3 |
| Grapes, dried, in bags, N. O. S., exclusive of Raisins. Same as Dried Fruits, N. O. S. | | |
| Graphophones and Phonographs, boxed, O. R | 1 | 3 |
| Grasses, N. O. S., in bdls. or barrels | 1 | |
| Grate Castings. See Stoves, | | |
| Gravestones. See Marble. | | |
| Grave Vaults. Same as Burial Cases. | | |
| Grease (except axle) in buckets, tubs or pails | 2 | 3 |
| Grease (except axle) in barrels | 4 | |
| Grindstones, C. R | 1 | |
| Grindstones, O. R | 4 | |
| Grindstones, mounted, O. R | 2 | |
| Grindstone Frames, set up | 1 | B |
| Grindstone Frames, K. D. and tied in bdls | 3 | |
| Grits, in sacks | 2 | |
| Grits, in boxes, bris. or kegs | 3 | 4 |
| Groceries, N. O. S | 1 | |
| Guano | 3 | |
| Gums: Copal, Shellac or Kowrie | 2 | |
| Gum Camphor | 1 | |
| Gum, Chewing. Same as Confectionery. | | |
| Gum Cutch | 3 | |
| Gums, N. O. S., O. R | 1 | |
| Gum Wood. See Lumber. | | |



| G | L. C. L. | C. L. |
|---|---|---|
| Gunpowder, common and black, blasting powder of the same composition, O. R | D 1 | 1 |
| Gun Stocks | 2 | |
| Guttering, N. O. S., O. R | 1 | |
| Guttering, N. O. S., nested, bx'd or crated, O. R | 2 | 4 |
| Guttering, Wooden, rough, in bdls | 2 | Soft Lumber Rates. |
| Gymnastic Apparatus, K. D., boxed or crated | 1 | |
| Gypsum | 4 | 5 |
| H | | |
| Hair, Curled, in bales | 1 | |
| Hair, Curled, in sacks | D 1 | |
| Hair, Curled, in sacks, two or more sacks pressed and bound together | 1 | |
| Hair, Plastering, in sacks | 1 | |
| Hair, Plastering in barrels | 2 | |
| Hair, Plastering, pressed, in bales | 3 | 5 |
| Hair, Plasterers', in paper sacks, machine compressed, in solid bdls | 3 | |
| Hair rope | 1 | |
| Hammocks, in boxes | 1 | |
| Hammocks, in bales and bdls | 1½ | |
| Hammocks, Stands, K. D., in bdls, or crates | 2 | |
| Hammock Spreaders | 3 | |
| Hams. See Meats, Smoked or Salted. | | |
| Hames, wood in bundles | 2 | |
| Hames, wood, in boxes | 4 | A |
| Hames, N. O. S., in bdls. or bxs | 2 | |
| Handles, Axe, in bdls | 2 | |
| Handles, Axe, in bxs or crates | 4 | |
| Handles, Broom, in bundles | 4 | |
| Handles of Wood, N. O. S., in bundles | 3 | A |
| Handles of Wood, N. O. S., boxed or crated | 4 | |
| Hardware, N. O. S | 2 | |
| Harness, N. O. S., in bdls. boxes or bales, O. R | 1 | |
| Harness or Shoe Blacking, in glass or stone, packed in bxs. or bris., O. R | 1 | 4 |
| Harness, or Shoe Blacking, N. O. S., in boxes or kegs | 2 | |
| Harrow Teeth. See Agr'l Impts. | | |
| Hatchets and Hammers. Same as Hardware. | | |
| Hats and Caps (including Straw Bonnets, Hats and Caps) in boxes | 1 | |
| Hats and Caps (including Straw Bonnets, Hats and Caps) in trunks | D 1 | |
| Hay, baled, but not pressed, O. R | 1½ | |
| Hay, baled and pressed, O. R | 3 | |
| Hay, baled and pressed, O. R. of fire | | E |
| Hay and Straw, O. R. of fire | | E |
| Hay Bale Ties. See Iron. | | |
| Hay Cutters. See Agr'l Imp'ts. | | |
| Hay Knives. See Agr'l Imp'ts, Hand. | | |
| Hay Presses. See Ag'l Imp'ts. | | |
| Hay Racks. See Ag'l Imp'ts. | | |
| Hay or Straw Stackers, Rickers, Hay Loaders and Sweep Rakes. See Ag'l Imp'ts. | | |
| Head Lights, boxed, O. R | D 1 | |
| Head Lining | 4 | C |
| Hemp, in bales, O. R. of fire | 2 | B |
| Hemp, Packing | 2 | |

| G | L. C. L. | C. L. |
|---|---|---|
| Hemp Yarns, boxed | 1 | |
| Herbs, dried, N. O. S., in pkgs | 1 | |
| Hides, Dry, loose | 1½ | |
| Hides, Dry, in bdls | 2 | |
| Hides, Dry, pressed in bales | 2 | |
| Hides, Dry, min. wt. 10,000 lbs | | 2 |
| Hides, Green, in bundles | 3 | 5 |
| Hides and Sheep Pelts, dry, min. weight 10,000 lbs | | 2 |
| Hides and Pelts, Green, and Tallow | | 5 |
| Hides, green, Hog Skins, Bones, Grease, Tallow, Horns, Hoofs, Tails and Cracklings | | 5 |
| Highwines. See Liquors and Liquids, N. O. S. | | |
| HIGH EXPLOSIVES will be subject to local rules and rates of roads transporting same. The right of any of the Railway companies adopting this classification, to refuse to receive High Explosives for transportation under any circumstances, is reserved. | | |
| Hinges, Strap. See Iron, Nuts, Bolts, etc. | | |
| Hobby Horses | D 1 | |
| Hobby Horses, K. D. and boxed | 1 | |
| Hoes. See Agr'l Imp'ts, Hand. | | |
| Hog Intestines, uncleaned, in boxes or barrels | 4 | D |
| Hog Racks, K. D. in bdls | 1 | A |
| Hogs, Dressed, O. R. of weather and delay of trains | 2 | 4 |
| Other packing-house products, straight or mixed car loads | | 5 |
| Hogs' Hair, N. O. S. Same as Plasterers' Hair. | | |
| Hollow Ware. See Stoves. | | |
| Hominy Mills. See Mills. | | |
| Hominy in sacks | 2 | |
| Hominy, in boxes, bris. or kegs | 3 | 5 |
| Honey, in cans, boxed, O. R | 2 | |
| Honey, in kegs, O. R | 2 | |
| Honey, in bris. or casks, O. R | 3 | |
| Honey, in Comb, boxed, O. R | 1 | |
| Honey Beans or St. John's Bread | 2 | |
| Honey Box Lumber | 3 | D |
| Honey Box Lumber and Bee Hives, K. D | | D |
| Hoofs and Horns, packed | 4 | D |
| Hook and Ladder Trucks, set up, min. wt. 4,000 lbs. each | 1 | |
| Hook and Ladder Trucks, wheels taken off, loaded in box cars | D 1 | A |
| Hoops, Wooden, shaved or coiled | 4 | D |
| Hoop or Hop Poles | 4 | D |
| Hoops and Hoop Poles | | D |
| Hops | 2 | |
| Hop Tea Tonic. Same as Beer Tonic. | | |
| Horse Collars, sacked or in bdls, O. R | 1 | |
| Horse Collars, boxed | 2 | |
| Horse Powers. See Agr'l Imp'ts. | | |
| Horse Radish, prepared. Same as Pickles. | | |
| Hose, Leather, Rubber or Canvas, O. R. of chafing | 1 | |
| Hose, Leather, Rubber or Canvas, boxed | 2 | |
| Hose Reels, g'rden or l'wn, S. U. D | 1 | |
| Hose Reels, garden or lawn, K. D. | 1 | |
| Household Goods, in boxes or barrels, released to a valuation of $5.00 per 100 lbs. in case of loss or damage, and so receipted for, prepaid or guaranteed | 1 | B |

| H | L. C. L. | C. L. |
|---|---|---|
| Household Goods, not in boxes or brls. including second-hand Furniture, Chairs, Stoves, etc., released to a valuation of $5.00 per 100 lbs. in case of loss or damage, and so receipted for, P. P. or guaranteed | 1 | B |
| Household Goods, not released to a valuation of $5.00 per 100 lbs. in case of loss or damage, and so receipted for, prepaid or guaranteed | 1½ | A |
| House-movers' Outfit, second-hand | | A |
| Houses, Permanent, in sections | | B |
| Houses, Portable, K. D. | | B |
| Husks, in bales | 3 | C |
| Hydrants. See Iron. | | |

I.

| | | |
|---|---|---|
| Ice, prepaid | 1 | E |
| Note—Ice furnished by shippers for preservation of freight loaded in refrigerator car, not to exceed 3,000 lbs., free. | | |
| Ice Cream Freezers | 1 | |
| Ice Cream Freezers, min. wt. 16,000 lbs | | 3 |
| Ice Tools | 1 | |
| Incubators, O. R. | D 1 | A |
| Indian Clubs, in brls. or boxes | 2 | |
| Indigo | 1 | |
| India Rubber Goods | 1 | |
| Ink, in glass, or stone, or in paper bottles, packed, O. R. B. | 1 | |
| Ink, Writing or Printing, in cans, kegs or brls., O. R. L. | 2 | |
| Ink, Harness, in tin cans, boxed | 2 | |
| Ink Stands, boxed, O. R. | 1 | |
| Insect Powder, O. R. | 1 | |
| Instruments, Scientific, boxed, released | D 1 | |
| Iron, and Articles of Iron: | | |
| Anchors | 4 | |
| Angle, Bar, Band, Boiler, Rod or Tank | 4 | 5 |
| Anvils | 4 | |
| Anvils and Vises, combined, O. R. | 2 | |
| Architectural Iron, N. O. S., O. R. | 1 | 4 |
| Architectural Iron, N. O. S., boxed and crated | 3 | |
| Axes | 3 | |
| Axles, N. O. S. | 3 | 5 |
| Bag Holders, boxed | 2 | |
| Balance or Water Wheels, O. R. | 2 | |
| Barbed Wire Stretchers, in bdls. | 1 | |
| Barbed Wire Stretchers, in boxes or brls. | 3 | |
| Barn Door Hangers, boxed | 3 | |
| Barn Door Rails | 3 | |
| Barrels, not less than 75 lbs. each, O. R. | 1 | |
| Beams, Columns, Girders, or Piling, O. R. of breakage | 4 | 5 |
| Blacksmiths' Cones and Mandrels | 4 | |
| Blacksmiths' Drills | 2 | |
| Blooms | 4 | D |
| Bolts, over 24 inches in length, in bundles | 4 | 5 |
| Borings | | D |
| Brackets, in brls. or boxes | 3 | |
| Brackets, Sash Cord Pulleys, Spring Hinges and Stove-Cover Lifters, packed | | 5 |
| Bridge Material | 4 | 5 |
| Butts | 4 | |
| Car Wheels, Axles, Draw Bars and Bumpers | 4 | 5 |

| I | L. C. L. | C. L. |
|---|---|---|
| Iron, and Articles of Iron—Cont. | | |
| Castings, N. O. S., not machine finished, light (under 100 lbs. each) loose, O. R. | 1 | |
| Castings, plain and heavy (each 100 lbs. or over), not machine finished except being drilled with bolt holes, O. R. | 4 | 5 |
| Castings, N. O. S., not machine finished, except being drill'd with bolt holes, in boxes or casks | 4 | |
| Castings, Pump, not machine finished, in boxes, barrels or casks | 4 | 5 |
| Castings for Hot-water Heaters. Same as Furnace Castings. | | |
| Cast Iron Sucker Rod Joints (not mach'n finished). Same as Pump Castings. | | |
| Cast Iron Sucker Rod Joints (machine finished), boxed | 2 | |
| Cattle Guards (Surface) | 2 | 5 |
| Ceiling, in boxes or crates, O. R. | 4 | 5 |
| Chain, in boxes | 2 | |
| Chain, in barrels or casks | 4 | 5 |
| Chain, loose (except Cable) | 2 | |
| Chain Cable | 4 | |
| Clevises, in boxes or barrels | 4 | A |
| Coal Drills, boxed | 2 | |
| Coal Tippies | 3 | |
| Cotton Bale Ties | 4 | 5 |
| Crowbars | 4 | |
| Cuspidors, released | 2 | |
| Cuspidors, crated | 3 | |
| Cuspidors, in boxes, barrels and hogsheads | 4 | 5 |
| Dog Irons, in boxes or bdls. | 2 | |
| Door Trusses and Braces | 2 | |
| Door Trusses and Braces, bxd. or crated | 3 | 5 |
| Drift Bolts or Spikes, in brls. or casks | 4 | |
| Drift Bolts or Spikes, in bulk | | 5 |
| Drive Well Points, boxed | 2 | |
| Facings or Fronts, O. R. | 3 | 4 |
| Farm Fence Posts, plain, O. R. | 4 | 5 |
| Feed Boxes | 2 | |
| Fencing or Railing, O. R. | 2 | 5 |
| Fence Posts, N. O. S. Same as Iron Castings. | | |
| Fence Posts, Wire Fence Stays and Staples, in kegs, and Barbed Wire Stretchers, in boxes or barrels, shipped with Fence wire, in mixed C. L. | | 5 |
| Fire Escapes, bxd. or crated | 3 | |
| Fire Escapes, N. O. S. | | |
| Fire Plugs and Water Gates, O. R. | 4 | 5 |
| Fire Plugs, Water Gates and Iron Pipe | | 5 |
| The ratings on Water Gates should be confined in their application to straight-way Iron Valves, not less than three inches in diameter. | | |
| Flexible Clasps, in boxes | 3 | |
| Forges, Portable | 2 | |
| Forgings. Same as Castings. | | |
| Fountains, O. R. | 1 | 4 |
| Fountains, boxed, O. R. | 2 | |
| Hay Bale Ties, Iron or wire | 4 | 5 |
| Hinges, Spring, in boxes | 2 | |
| Hoop, Sheet, Galvanized or Corrugated, C. R. of damage by wet | 1 | |
| Hoop, Sheet, Galvanized or Corrugated, released | 4 | 5 |



| I | L. C. L. | C. L. |
|---|---|---|
| Iron, and Articles of Iron—Cont. | | |
| Hoops, in bdls., bxs. or crates | 4 | |
| Hoops | | 5 |
| Horse and Mule Shoes, actual weight | 4 | 5 |
| Hydrants, Yard, O. R. | 1 | 5 |
| Hydrants, Yard, boxed, O. R. | 2 | |
| Jacks, Jack Screws or Levers, loose | 3 | 5 |
| Jacks, Jack Screws or Levers, boxed | 4 | |
| Lag Screws, in kegs or b'rls. | 4 | 5 |
| Lamp Posts, O. R. | 2 | 4 |
| Link Belting, in b'xs or c'sks. | 4 | 5 |
| Measures | 1 | |
| Measures, closely nested | 3 | 4 |
| Mining Rails | 4 | 5 |
| Muck or Puddle Bars. Same as Iron Blooms. | | |
| Nails, Horse, in boxes | 3 | |
| Nails, Shoe, in boxes, barrels or kegs | 2 | |
| Nails, Wire, in boxes | 3 | |
| Nails, Wire, in bulk, in kegs, 100 lbs. per keg (exception to Rule 1) | 4 | 5 |
| Nails, Wire, in packages p'kd in kegs | 3 | |
| Nails, in bags | 2 | |
| Nails, N. O. S., in boxes | 2 | |
| Nails and Spikes, N. O. S., in kegs, 100 lbs. per keg (exception to Rule 1) | 4 | 5 |
| Nuts, Bolts, Rivets, Washers, Hinges, (blind, gate and strap), Staples and Hooks, in boxes, kegs or barrels | 4 | 5 |
| Ore | 4 | D |
| Pails, Water Buckets or Wash Tubs, galvanized sheet iron, closely nested, O. R. | 3 | 4 |
| Picket Pins, in b'dls., O. R. | 2 | 5 |
| Picket Pins, in b'rls., O. R. | 3 | |
| Picks, Track Chisels, Mauls or Sledges, loose or in b'dls. | 3 | |
| Picks, Track Chisels, Mauls or Sledges, in boxes or b'rls. | 4 | |
| Pig | 4 | D |
| Pipe and Couplings and Connections, cast, N. O. S. | 4 | B |
| Pipe, Cast, covered or lined with cement | 4 | 5 |
| Pipe and Couplings and Connections, wrought | 4 | 5 |
| Pipe, Corrugt'd, Spiral, Sheet or Riveted, diameter exceeding 12 inches | 1½ | 5 |
| Pipe, Corrugt'd, Spiral, Sheet or Riveted, 12 inches or less in diameter, O. R. | 3 | |
| Pipe, Kalamined, with Couplings and Connections | 4 | 5 |
| Pipe Fittings, boxed | 4 | |
| Planished, same as Russia Iron, unless packed in metal cases with wooden covers, then same as Sheet Iron. | | |
| Poles, for electric railways | | 5 |
| Propeller Wheels, O. R. | 2 | |
| Pulleys, Sash Cord, in boxes, kegs or barrels | 2 | 5 |
| Rail Benders | 3 | |
| Railway Material: | | |
| Brake Shoes and Beams, Car Axles, Car Springs, Car Wheels, Frogs, Links and Pins, Iron or Steel Rails, Railroad Chairs, Nutlocks, Spikes, Spikes, Splice Bolts, Switch Stands, Tie Plates, Equalizing Bars, Coal Chute Irons | 4 | 5 |

| I | L. C. L. | C. L. |
|---|---|---|
| Iron, and Articles of Iron—Cont. | | |
| Railway Trucks (used to transport Rolling Stock), returned | | D |
| Rails, Iron or Steel, and Fastenings for Street Railway, Mining, Cable or Motor Co's. | 4 | 5 |
| Rods for Wagon Gates, in boxes, b'rls or casks | 4 | 5 |
| Rollers for Roller Mills, heavy, cast, boxed, O. R. | 4 | |
| Rollers for Wire Mills, boxed | 4 | |
| Rollers for Wire Mills | | 5 |
| Roofing, in boxes, bundles, crates or rolls | 4 | 5 |
| Roofing, loose | | 4 |
| Russia, C. R. | D 1 | |
| Rustic, O. R. | 1 | 4 |
| Sash, K. D., in pieces, rel'sd | 4 | |
| Sash Weights, O. R. | 2 | |
| Sash Weights, strung on cord, or in b'rls or boxes, O. R. | 4 | C |
| Scale | | E |
| Scrap in boxes, b'rls or hhds | 4 | D |
| Scrap in bulk | | |
| See also Junk. | | |
| Service Boxes | 4 | 5 |
| Shafting, without wheels | 4 | |
| Shafting, wrought or cast, with wheels or pulleys attached, O. R. | 1 | 5 |
| Shafting, shipped with machinery, released. Same as Machinery. | | |
| Shingles, boxed | 4 | 5 |
| Shingle bands, packed | 4 | |
| Shoes and Dies, cast, for St'mp Mills | 4 | 5 |
| Shutters | 3 | |
| Sinks, O. R. | 2 | |
| Sinks, nested, O. R. | 3 | 5 |
| Sleigh Iron. Same as Band Iron. | | |
| Slag | | E |
| Sleigh Shoes, O. R. | 3 | 5 |
| Spiegel | 4 | 5 |
| Spools, Reels, Bobbins and Cores, returned to Paper Manufacturers, one half 4th class. | | |
| Steps for Telegraph or Telephone Poles, in ba'rls, boxes or kegs | 4 | 5 |
| Stringers, Risers, Balusters, Hand Rails, Newel Posts and Treads, for stair Work | 4 | 5 |
| Stove Pipe Shelves, boxed, O. R. | 3 | |
| Swage Blocks | 3 | |
| Tacks and Carpet Nails in boxes or kegs | 2 | |
| Tanks, empty, O. R. | D 1 | 5 |
| The rating provided should be understood as applying on empty Iron Tanks, N. O. S., and as excluding Oil Tanks. | | |
| Telegraph or Telephone Poles, O. R. | 2 | 4 |
| Tire Benders | 2 | |
| Tire Shrinkers | 3 | |
| Toe Calks, boxed | 3 | |
| Traps, iron or steel, O. R. | 2 | |
| Traps, nested, O. R. | 3 | 4 |
| Trunk Trimmings, in boxes, kegs or barrels | 2 | |
| Turn Buckles, in kegs or brls | 4 | 5 |
| Valves, O. R. | 1 | |
| Valves, boxed, O. R. | 2 | 5 |
| Vases, Ornamental, Iron or other material, N. O. S., for yards, O. R. | 1 | |

| I | L. C. L. | C. L. |
|---|---|---|
| Iron and Articles of Iron—Cont. | | |
| Vases, Ornamental, iron or other material, N. O. S., for yards, boxed, O. R. | 2 | |
| Vault and Prison Work | 3 | 5 |
| Vises | 2 | |
| Wagon Skeins and Boxes, O. R. | 3 | |
| Wagon Skeins and boxes, in boxes and casks | 4 | 5 |
| Water Closet Tanks, O. R. | 2 | |
| Water Closet Tanks, nested, O. R. | 3 | 4 |
| Water Jackets for Smelters, O. R. | 1 | 5 |
| Wedges, boxed | 4 | 5 |
| Wheels, Gear, plain and heavy (100 lbs. each or over), O. R. | 4 | 5 |
| Wheels, N. O. S. | 3 | 5 |
| Yokes and Fastenings for Cable Railways | 4 | 5 |
| Iron Sponge | 4 | 5 |
| Isinglass | 1 | |
| Ivory | 1 | |
| Ivory Black | 1 | |
| **J** | | |
| Jack Screws. See Iron. | | |
| Japanned Ware | 1 | |
| Jelly. See Preserves. | | |
| Jewelers' Sweepings and Tailings | 1 | |
| Junk, consisting of Scrap Metal, (Iron, Copper, Brass and Zinc), Scrap Tin, Bones, Old Empty Barrels, or Tierces, Old Rubber, Old Leather, Old Rope, Rags, Broken Glass, mixed car loads | | D |
| Jute and Jute Butts, in Bales, O. R. of fire | 3 | B |
| Jute Webbing, in bales, O. R. | 2 | |
| Jute Roofing | 3 | B |
| **K** | | |
| Kalsomine | 4 | 5 |
| Kaolin | 3 | 5 |
| Kegs, Powder, wooden or iron, empty | 1 | |
| Kerosene. See Oils. | | |
| Kettles, Ash, Caldron, Feed and Sugar, C. R. | 1 | |
| Kettles, Ash, Caldron, Feed and Sugar, released | 3 | |
| Kits. The packages referred to as "Kits" in this Classification should meet the following requirements, viz: Bottoms to be set into grooves in the staves, tops fastened as above, or set on a shoulder cut in the staves and securely fastened thereon. Covers not to project above the tops of the staves. | | |
| Knives, Corn and Hay. See Agricultural Impl'ts, Hand. | | |
| Kraut | 4 | 5 |
| **L** | | |
| Labels, in crates or boxes | 1 | |
| Ladders, Step, O. R. | 1 | 4 |
| Ladders, N. O. S., not over 20 feet long, in bdls., O. R. | 1 | Min. wt. 10,000 lbs. |
| Ladders, N. O. S., over 20 feet and not exceeding 30 feet in length, O. R. (See Rule 17)...D 1 (See also Woodenware.) | | |
| Lamp and Carbon Black, in bbls. or casks | 1½ | 3 |

| L | L. C. L. | C. L. |
|---|---|---|
| Lamp Chimneys, in bxs., brls., casks or crates, O. R. | 2 | 4 Min. wt. 10,000 lbs. |
| Lamps and Lamp Fixtures, in bxs., bris. or hhds., O. R. | 1 | |
| Lamps, Lamp Fixtures and Lanterns, not packed. NOT TAKEN. | | |
| Lamp Frames, Street, glazed or unglazed, crated, O. R. | D 1 | |
| Lamp Posts, wooden | | B |
| Land Plaster, in sacks or brls. | 4 | C |
| Lanterns, in bxs., brls., casks or crates, O. R. | 1 | 4 |
| Lantern Globes. Same as Glassware, N. O. S. | | |
| Lard, in crocks or cans, O. R. | 1 | |
| Lard, in boxes, buckets and jacket cans | 3 | |
| Lard, in cans, boxed or crated | 4 | 5 |
| Lard, in barrels and tierces | 4 | |
| Lard, in tin lined tubs | 3 | |
| Lard, in tubs (not tin lined) | 2 | |
| Lard Tank Cars, empty, returned. See Tank Cars. | | |
| Lasts, in boxes or brls. | 2 | |
| Lasts, in the rough, in bulk | | A |
| Lath, Metal, including Wire, Expanded Steel and Perforated Iron | 2 | 4 |
| Lath, Pine. Same as Soft Lumber. | | |
| Lawn Mowers, boxed | 1 | A |
| Lawn Tennis Sets, boxed | 2 | |
| Lead, Bar, Pipe or Sheet | 2 | |
| Lead, Bar, Pipe or Sheet, in boxes or casks | 4 | |
| Lead, Bar, in sacks | 4 | 5 |
| Lead, Pig | 4 | |
| Lead, Scrap, in bxs., casks or sacks | 4 | |
| Lead, Glazier's, on reels | 4 | |
| Lead, Granulated, in sacks | 4 | |
| Lead, Sublimate of | 4 | 5 |
| Lead Traps, packed | 2 | |
| Leather, loose | 1 | |
| Leather, in rolls or boxes | 2 | 4 |
| Leather, Scrap, in bris., boxes or bags | 4 | |
| Leather, old, N. O. S. (see also Junk) | | D |
| Leather Scraps, Shavings and Sizings | | D |
| Leather Scrap, in bundles | 3 | |
| Ratings given on Leather Scrap are applicable on trimmings cut from Side Leather or obtained in the manufacture of Leather Goods. | | |
| Leather Counters | 3 | 4 |
| Leather Taps, Heels and Cut Soles | 2 | 4 |
| Leather Boot Legs and Shoe Uppers | 1 | |
| Leather Tufts, packed | 1 | |
| Lemons, Oranges, Bananas and other Tropical Fruit, O. R., P. P. or guaranteed | 1 | |
| Lemons, Oranges, Bananas and other Tropical Fruit (including Cocoanuts, but not including nuts, edible, N. O. S.), P. P. or guaranteed | | B |
| Lemon and Orange Peel, in bxs. or drums | 1 | |
| Letter Filing Cases or Document Boxes, boxed or crated, O. R. | D 1 | |
| Letter Filing Cases or Document Boxes, K. D. flat, boxed | 2 | |



| L | L. C. L. | C. L. |
|---|---|---|
| Licorice, Stick, Root or Powder, in boxes or brls., O. R. | 1 | |
| Licorice, Mass, in boxes | 3 | 4 |
| Lightning Rods and Fixtures, copper, in bundles | 2 | |
| Lightning Rods and Fixtures, copper, in boxes | 3 | |
| Lightning Rods and Fixtures, iron, in bundles | 3 | 4 |
| Lightning Rods and Fixtures, iron, in boxes | 4 | |
| Lightning Rods and Fixtures, combinations of copper and iron. Same as Lightning Rods, copper. | | |
| Lime, in barrels | 4 | |
| Lime, in barrels or in bulk, C. L., minimum weight 24,000 lbs. | 4 | C |
| Limestone, ground, in barrels | 4 | C |
| Lime, Bisulphide of, in brls. | 3 | D |
| Lime Water, in brls. | 3 | |
| Linerusta Walton, in bundles, released or in boxes | 1 | 3 |
| Linoleum. Same as Oil Cloths. | | |
| Linseed Meal | 4 | C |
| Liquid Bread, in bottles, pack'd, O. R., for lawful purposes | 1 | |
| Liquors and Liquids, N. O. S.: | | |
| In glass, cans or jugs, packed in open boxes, kegs or jackets, O. R. | D 1 | |
| In glass, cans or jugs, completely enclosed in boxes, kegs or jackets, O. R., released | 1 | |
| In glass, cans or jugs, not packed. NOT TAKEN. | | |
| In square or round cans, completely boxed, O. R., released | 1 | |
| In wood, O. R. of leakage | 1 | |
| In wood, $20 per barrel valuation, and so receipted for, O. R. of leakage | 2 | 3 |
| (When shipped in half barrels or kegs, valuation to be on a basis of $20 per barrel.) | | |
| Lithographic Stones, boxed, O. R. | 2 | |
| Live Stock, in car loads (limited liability under contract). See Tariff. | | |
| Live Stock: | | |
| Note.—Live Stock transported in Special or Palace Live Stock Cars, will be charged 120 per cent of Tariff rate. | | |
| Live Stock, L. C. L., C. R., at actual weights, but not less than at estimated weights named in this classificat'n. | D 1 | |
| Live Stock, L. C. L. (limited liability under contract), at actual weights, but not less than the following estimated weights, viz: | | |
| One Horse or Pony, Mule or Horned Animal, 2,000 lbs.; two animals, 3,500 lbs.; three, 5,000 lbs.; each additional animal, 1,000 lbs | 1 | |
| Bulls, 2,000 lbs. each | 1 | |
| Burros, 750 lbs. each | 1½ | |
| Calves (under one year), 500 lbs. each | 1½ | |
| Colts (under one year), 750 lbs. each | 1½ | |
| Cow and Calf together, 2,500 lbs. | 1 | |
| Hogs, actual weight | 1½ | |

| L | L. C. L. | C. L. |
|---|---|---|
| Live Stock—Continued. | | |
| Mare and Colt, (colt under one year old), together, 2,500 lbs., each additional colt (under one year old), 500 lbs | 1 | |
| Sheep, 200 lbs. each | 1½ | |
| Stall'ns or J'cks, 3,000 lbs. each | 1 | |
| Litharge, in kegs and casks | 4 | 4 |
| Locomotives and Tenders. See Railway Equipment. | | |
| Locomotive Cabs, set up | 1½ | |
| Locomotive Cabs, K. D | 3 | |
| Locomotive Tire | 4 | |
| Logwood, Extract | 1 | |
| London Purple | 4 | |
| Looms | D 1 | |
| Lubricants, N. O. S., same as Axle Grease. | | |
| Lumber (except woods of value: Mahogany, Rosew'd, Lignumvitæ, and other valuable foreign woods), L. C. L. | 4 | |
| Lumber (except woods of value: Mahogany, Rosewood, Lignumvitæ, and other valuable foreign woods,) and Logs | | See Tariff |
| **M** | | |
| Macaroni, boxed | 1 | |
| Machines and M'chinery, at owner's risk, released, as follows: | | |
| Machines, Automatic, for registering wt., height, strength and lung power, and for delivery of confectionery, and similar purposes, bxd. O. R. | 1½ | |
| Machines, Brick and Tile | 2 | A |
| Machines, Bran D'sters, S. D. | 1 | |
| Machines, Bran D'sters, bxd. D. | 1 | A |
| Machines, Bran Dusters, K. D., boxed or crated | 1 | |
| Machines, Coal Drilling, hand. K. D., tied in bundles, O. R. | 1 | |
| Machines, Hitching | 1 | A |
| Machines, Dog Powers | 1 | |
| Machines, Dynamos | 1 | 4 |
| Machines, F'nce loom, set up | 1½ | |
| Machines, Fence loom. K. D., in pieces | 1 | A |
| Machines, Fence loom, completely K. D. and boxed | 2 | |
| Machines, Folding, crated or boxed | 2 | |
| Machinery, Flour Mill, as follows: Reels, Purifiers, Smut Machines, Roller Mills, Packers, Bran Dusters, Grain Cleaners, Dressers, Scourers, Aspirators, Separators, Conveyors, Elevator Buckets, Wheels, Dressed Pine Lumber, Engines, Boilers, Shafting, Shafting Boxes, Belting and Pulleys | | A |
| Machines, Grain Cleaning, N. O. S. | 1 | |
| Machines, Hemp and Shingle | 1 | |
| Machines, Hoisting, Freight and Passenger, set up | D 1 | |
| Machines, Hoisting, Freight and Passenger, parts of, N. O. S | 1 | |
| Cylinders | 3 | A |
| Weights | 4 | |
| Wire and Other Rope | 4 | |
| Lumber | 3 | |
| Wheels and Gearing | 1 | |
| Nuts and Bolts, boxed | 4 | |
| Machines, Hoisting, N. O. S | 1 | A |

| M | L. C. L. | C. L. |
|---|---|---|
| Machines and Machinery—Cont. | | |
| Machines, Horse Tread Powers, K. D., loaded in box car | .3 | |
| Machines, Knitting | 1½ | |
| Machines, Laundry, in frame or set up | 1½ | |
| Machines, Laundry, K. D., in pieces | .1 | A |
| Machines, L'ndry, completely K. D. and boxed | .2 | |
| Machines, Middlings Purifier, set up | $ 1 1 | |
| Machines, Middlings Purifier, boxed | D 1 | A |
| Machines, Middlings Purifier, K. D., boxed or crated | .1 | |
| Machines, Pile Driving, (see Rule 19) | | A |
| Machines, Pitch | D 1 | A |
| Machines, Power Hammers | .2 | A |
| Machines, Road Making, K.D. | 1 | A |
| Machines, Rock Crushers | .2 | A |
| Machines, Sewing, as follows: | | |
| Set up or K.D, bxd or racked | .1 | |
| Attachments, N. O. S., bxd | .2 | |
| Heads, boxed | .2 | |
| Castings, boxed | .3 | 4 |
| Castings, in bundles | .1 | |
| Woodwork, boxed, wrapped or racked | .1 | |
| Woodwork, boxed, racked or wrapped | 1 | A |
| Machines, Sewing, not boxed or racked, not taken in car loads or L. C. L. | | |
| Machines, Shearing, set up | 1½ | |
| Machines, Shearing, K. D., tied in bundles | A | 2 |
| Machines, Street Sweeping | 3t1 | A |
| Machinery, Saw Mill, with or without engine | | A |
| Machines, Washi'g. See Washing Machines. | | |
| Machinery, Woodworking, K. D., on skids, the light and easily breakable and detachable parts removed and bxd. | 1 | A |
| Machinery, N. O. S. in frame or S. U | 1½ | |
| Machinery, N. O. S., K. D., in pieces | .1 | A |
| Machinery, N.O.S., completely K. D. and boxed | .2 | |
| Machinery specified above, and Boilers and Engines | | A |
| Madder | .2 | |
| Magnesia, Carbonate of, in bxes. | 1 | |
| Magnesia, Carbonate of, in bags, barrels or casks | .3 | 5 |
| Majolica Ware. See China Ware. | | |
| Malt | .4 | C |
| Manganese, Black Oxide of, in barrels or casks | .4 | 5 |
| Manganese Ore. Same as Iron Ore. | | |
| Manikins, Wood and Metal, bxd, O. R | 3 t 1 | |
| Manilla, in bales | .2 | B |
| Mantels, Wooden (mirrors in packages, external measurement of package not exceeding 5½ feet in length), O. R | .1 | |
| Mantels, Wooden (mirrors in packages, external measurement of package over 5½ feet in length), O. R | D 1 | |
| Mantels, Wooden, min. weight, 12,000 lbs | | .3 |

| M | L. C. L. | C. L. |
|---|---|---|
| Mantels, Iron, Marble or Slate (mirrors in packages, external measurement of package not exceeding 5½ feet in length), boxed, released | .1 | |
| Mantels, Iron, Marble or Slate (mirrors in packages, external measurement of package over 5½ ft. in length), boxed, released | D 1 | A |
| Mantels, Iron, Marble or Slate (released) | | |
| Mantels, Wooden, Iron, Marble or Slate, when shipped in two or more packages, the rule as to dimensions, given above, applies on exterior of the package containing mirror only, other packages being ratable at first-class. | | |
| Mantels, Wooden, Iron, Marble or Slate, without mirrors | .1 | |
| Mantels, Wooden, Iron, Marble and Slate, released, min. wt. 12,000 lbs | | .3 |
| NOTE—Grates may be loaded in same car, at same rate with mantels in car loads. | | |
| Maps, boxed | .1 | |
| Marble or Granite, all kinds, N. O. S., O. R. B | .1 | |
| Marble or Granite, all kinds, N. O. S., O. R. B | D 1 | |
| Marble or Granite Blocks, rough quarried, O. R. B., valuation restricted to 20c. per cubic foot, and so receipted for | .4 | B |
| Marble or Granite Blocks, or Slabs N. O. S., sawed, dressed or hammered, bxd., O. R. breakage, chafing or chipping, valuation restricted to 40 cents per cubic foot, and so receipted for | .4 | |
| Marble or Granite Blocks, or Slabs N. O. S., chiseled or polished, boxed, O. R. breakage, chafing or chipping, valuation restricted to 40 cents per cubic foot, and so receipted for | .4 | D |
| Marble or granite Headstones or monuments, wrought and lettered, bxd. or crated, O. R. B. released, restricted in valuation to 40 cts. per cubic foot | .4 | |
| NOTE—Cut Stone, Marble Tombstones, Monuments and Statuary, in pieces weighing 5 tons or over, to be loaded and unloaded at risk and expense of shipper and consignee. | | |
| Marble or Granite Tombstones or Monuments, O. R. breakage, chafing or chipping | .1 | |
| Marble or Granite Statuary, C. R | D 1 | |
| Marble or Granite Statuary, O. R. B | 1½ | |
| Marble or Granite Statuary, O. R. B., valuation restricted to 40 cents per cubic foot, and so receipted for | .1 | |
| Marble Dust | .4 | D |
| Marbles, in boxes, barrels or casks | .2 | |
| Marbleine | .4 | 5 |
| Marline, in coils | .4 | |
| Master Wheels, N. O. S | .2 | |



| M | L. C. L. | C. L. |
|---|---|---|
| Match Splints, in bundles | .1 | B |
| Match Splints, in boxes | .3 | |
| Matches, released | .1 | 3 |
| Mats, Door, Wire or Steel, crated | .2 | 4 |
| Mats, N. O. S | .1 | |
| Matting, Cocoa and Hemp | .2 | |
| Matting, N. O. S | .1 | |
| Mat'Socks, in bxs. or bris | .4 | |
| Mattresses. See Furniture. | | |
| Mattress Frame Material, wood | .3 | C |
| Measures, Iron. See Iron. | | |
| Meats or Vegetables, Dried or Desiccated, in cans or bxs | .4 | 5 |
| Meats (Hog) Smoked or Salted, in bags | .2 | |
| Meats (Hog) Smoked or Salted, in bxs., bris. or crates | .4 | |
| Meats, N. O. S., Dried, Salted or Smoked, in bags | .2 | |
| Meats, N. O. S., Dried, Salted or Smoked, in bxs., bris. or crates | .4 | 5 |
| Meats, N. O. S., Dried, Salted or Smoked, in bulk | .4 | |
| Meats, Fresh, N. O. S., O. R., P. P. or guaranteed | .1 | 3 |
| Meats, Sausage, O. R | .2 | 4 |
| Meat Choppers or Cutters, S. U., O. R | .1 | |
| Meat Choppers or Cutters, K. D., boxed | .2 | |
| Medicines, O. R | .1 | |
| Melons, in p'k'ges, O. R., prepaid | .1 | C |
| Melons, in bulk, O. R., prepaid | .1 | |
| Merchandise. Shippers are requested to give full description of the contents of packages. All articles described as "Merchandise" will be charged at loual first-cl'ss rate. | | |
| Merry-Go-Rounds, K. D | .1 | |
| Metal, Pig, for Electrotypers and Stereotypers | .3 | 4 |
| Meters, Gas or Water, boxed or crated, O. R | .1 | |
| Mica | .1 | |
| Mica, Pulverized, and Mica Dust, in bris. or bags, entirely at O. R. of all damage, excepting that occasioned by cars being wrecked | .1 | 5 |
| Milk, Condensed, in cans, bxd. (see also Canned Meats) | .4 | 5 |
| Milk, N. O. S., in cans, O. R | .1 | |
| Milk Shakers, set up, crated or boxed | 1½ | |
| Milk Shakers, K. D., boxed | .2 | |
| Mills, Portable (Burr Stone), O. R., released | .1 | |
| Mills, Cider, Cane and Cob. See Agricultural Implements. | | |
| Mills, Coffee, boxed, O. R., released | .2 | |
| Mills, Bark, Grain, Hominy or Paint, O. R., released | .2 | A |
| Mills, Roller, O. R., released | .1 | |
| Mill Stones, O. R | .3 | A |
| Mill Feed, in bags | .4 | Corn Tariff Rates |
| Mill Feed, in bulk | | |
| Millinery Goods, N. O. S | .1 | |
| Mineral Specimens, bxd., O. R., P. P | .4 | |
| Mincemeat. See Preserves. | | |
| Mineral W'ter, Plain, Carbonated and Flavored, in glass, cans or stone jugs, packed, O. R., released, P. P. or guaranteed | .3 | 5 |
| Mineral Water, in wood, O. R., released, P. P. or guaranteed | .4 | |
| Mineral Water and Ginger Ale | | |

| M | L. C. L. | C. L. |
|---|---|---|
| Mineral Water, in tank cars furnished by shipper | | 3 |
| Mineral Water Packages, empty, returned. Same as Beer Packages, empty, returned. | | |
| Mineral Wax, Crude | .4 | A |
| Mineral Wool | .3 | D |
| Mineral Wool Boiler Covering | .3 | 5 |
| Molasses. Same as Syrup. | | |
| Moldings | D 1 | |
| Moldings, in bundles, released | .1 | |
| Moldings, boxed | .1 | |
| Moldings, wrapped or packed, released, min. wt. 10,000 lbs | | 2 |
| Moldings, Common, Building or Carpenters'. See Blinds. | | |
| Monuments, Bronze and Metal, boxed, released | .1 | |
| Money Drawers, bxd. or crated, O. R | .1 | |
| Mops, in bundles | .1 | |
| Mops, in boxes | .2 | |
| Mop Handles, in bdls | .3 | |
| Mop Handles, in bxs. or crates | .4 | |
| Mop and Broom Racks | D 1 | |
| Moss, in sacks, O. R. of fire | .1 | |
| Moss, pressed, in bales, O. R. of fire | .2 | |
| Moss, Wet | | C |
| Motors for street railways, loaded on flat cars | | A |
| Mucilage, in glass or stone, packed, O. R | .1 | |
| Mucilage, in wood | .2 | |
| Music, Sheet, in boxes, O. R | .1 | |
| Musical Instruments: | | |
| Music Boxes, boxed, O. R | D 1 | |
| Musical Instruments, N. O. S., boxed, O. R | .1 | |
| Musical Instrument Cases, boxed, O. R | D 1 | |
| Band or String Instruments, N. O. S., boxed, O. R | D 1 | |
| Drums, boxed, O. R | 4 t 1 | |
| Organs, Church or Cabinet, and Melodeons, boxed, O. R | .1 | |
| Organs, Cabinet, and Melodeons, rel., loaded and unloaded by owner, min. wt. 8,000 lbs | | 1 |
| Organs, Cabinet, and Melodeons, L. C. L., not bxd., NOT TAKEN. | | |
| Pianos, not bxd., NOT TAKEN. | | |
| Pianos, boxed, O. R | .1 | |
| Piano Cases, in the white, K. D., flat, boxed or crated | .3 | 4 |
| Piano Legs, boxed, O. R | .1 | |
| Piano Stools, O. R | D 1 | |
| Piano Stools, bxd. or crated, O. R | .1 | |
| Mustard, dry, in cans, boxed | .2 | |
| Mustard, prepared. Same as Pickles. | | |
| Mustard Seed | .2 | |

N

| | | |
|---|---|---|
| NAILS, Brass. See Brass Nails. | | |
| Nails, Copper. See Copper Nails. | | |
| Nails, Iron. See Iron Nails. | | |
| Naphtha, in barrels. See Oils. | | |
| Naphtha, in tin cans, boxed (see also Oils) | .3 | 5 |
| Nerve Food, Liquid, packed in cases, O. R | .1 | |
| Nets, Fly. Same as Harness, N. O. S. | | |
| Nets and Netting, N.O.S., in bxs. | 1 | |
| Neutral, in boxes, buckets or cans, boxed | .2 | 5 |
| Neutrals, in barrels or tierces | .4 | |

| N | L. C. L. | C. L. |
|---|---|---|
| Notions, boxed, O. R. | 1 | |
| Nuts, Pecans | | A |
| Nuts, edible, N. O. S., in sacks, O. R. | 1 | 3 |
| Nuts, edible, N.O.S., in boxes or barrels | 2 | |
| Nuts, edible, and Cocoa Nuts | | 3 |
| Nutmegs | 1 | |

| O | L. C. L. | C. L. |
|---|---|---|
| OAKUM, in bales, O. R. fire | 2 | B |
| Oars | 1 | |
| Oat Hulls or Oat Dust | 4 | Corn Tariff Rates |
| Oat Meal and Rolled Oats, in paper sacks, O. R | 2 | |
| Oat Meal and Rolled Oats, in bxs., kegs or cotton sacks | 3 | Same as Flour |
| Oat Meal and Rolled Oats in brls. or half barrels (est. wt. 200 lbs. per brl.), (est. wt. 100 lbs. per half barrel) | 4 | |
| Ochre. Same as Paints, Dry. | | |
| OILS: | | |
| In glass, cans or jugs, not packed, NOT TAKEN. | | |
| Oils, N. O. S., in glass or stone, in open boxes or kegs, O.R. | D 1 | |
| Oils, N. O. S., in tin cans, jacketed, O. R., released | 1½ | |
| Oil, N.O.S., in tin kegs, flat tops, inclosed in veneer jackets | 1 | |
| Oils, N. O. S., in glass, completely boxed, O. R | 1 | |
| Oils, N. O. S., in tin cans (round or square), boxed, O. R | 1 | |
| Oils, N. O. S., in barrels, O. R | 3 | 4 |
| Oil, Lubricating, N. O. S., in tin cans, boxed | | 4 |
| Oil, Crude Petroleum, and its products, including Lubricating, Carbon, Benzine, Benzole, Gasoline and Naphtha: In Iron brls., actual weight, O. R | 3 | |
| In Wood, at 400 lbs., per brl. (exception to Rule 1), O. R | 3 | 5 |
| In Cases, at 80 lbs. per case, (exception to Rule 1) O. R | 3 | |
| In Tank Cars, furnished by shippers, at 6.3 lbs. per gallon (exception to Rule 1) O. R. | | |
| Oil, Cotton Seed, in cans, boxed, or in barrels, O. R | 3 | 5 |
| Oil, Cotton Seed, in Tank Cars furnished by shipper | | 5 |
| Oil, Lard, in barrels, O. R | 3 | 5 |
| Oil, Lard, in tin cans, boxed | | 5 |
| Oil, Linseed, in brls., O. R | 3 | 5 |
| Oil, Linseed, in Tank Cars furnished by shipper | | 5 |
| Oil, Pine, N. O. S., in wood | 3 | 5 |
| Oil, Residuum, in wood, O. R | 3 | 5 |
| Oil Cake | 4 | C |
| Oil Cake Meal | 4 | C |
| Oil Cloth, Floor, in bxs. or crates, 12 feet or over in length | 1 | |
| Oil Cloth, Floor, in bxs. or crates, under 12 feet in length | 2 | |
| Oil Cloth, Floor, not boxed or crated, 12 feet or under in length, O. R | 1 | 3 |
| Oil Cloth, Floor, not boxed or crated, ov'r 12 ft. in length | D 1 | |
| Oil Cloth, N. O. S., in boxes or crates | 2 | |
| Oil Pumps and Caps for Oil Barrels, bxd. or cr't'd, rele'sed | D 1 | |
| Oil Tanks, hooded, boxed or crated, released | 1½ | |
| Oil Tanks, N. O. S., released | 3 | 1 |
| Oil Tanks, boxed or crated released | 1 | |
| Oil Tanks, min. wt. 15,000 lbs. Empty Tank Cars, returned. See Tank Cars. | | 3 |
| Oleomargarine, in crocks, O. R. | D 1 | |
| Oleomargarine, in wood or tin, O. R | 2 | 3 |
| Olive Oil, in glass, boxed, O. R. | 1 | |
| Olives. Same as Pickles. | | |
| Onions or Onion Sets, in sacks or barrels, O. R | 3 | C |
| Onions or Onion Sets, in bulk, O. R | | |
| Onyx Stone, rough, released to valuation 40 cents per cubic foot | | D |
| Opaques, boxed | 1 | |
| Oranges, Lemons and other tropical Fruit (including Cocoanuts, but not including Nuts, edible, N. O. S.), O. R., P. P. or guaranteed | 1 | 3 |
| Ordnance Stores | 1 | |
| Ore, N. O. S., released to valuation not exceeding $100 per ton | 2 | See Specl Tariff |
| Ore Chutes, Iron | | 5 |
| Organs. See Mus'c'l Instr'm'nts. | | |
| Ornam'nts, Bronze, Composition, Earth'nware, Plaster of Paris, Terra Cotta and Zinc, in bxs. or casks, O. R. B., released | 1 | B |
| Osage Orange Plants, prepaid | 1 | B |
| Ovens, Portable, reel, S. U | D 1 | |
| Ovens, Portable, reel, K. D | 1 | |
| Ovens, Tin, in racks, O. R | D 1 | |
| Ox Bows and Yokes | 2 | A |
| Oysters and Clams, fresh, in tubs, cans or kegs (gross wt.), prepaid or guaranteed | 1 | |
| Oysters and Clams, Pickled or Cove, packed | 4 | 5 |
| Oysters, Shell, in barrels, prepaid or guaranteed | 2 | |
| Oyster Shells | 4 | |

| P | L. C. L. | C. L. |
|---|---|---|
| PACKING, Asbestos, in rolls or boxes | 4 | 5 |
| Packing, Rubber, Hemp, Metallic and Soap Stone, in boxes or bundles | 2 | |
| Paintings and Pictures, contents of each package not to exceed $50 in value: Boxed. | D 1 | |
| Boxed, released | 1 | |
| Paintings and Pictures, value over $50, but not exceeding $200 in value, boxed, released | D 1 | |
| Paintings and Pictures, value over $200, taken by special contract only. | | |
| Paint Driers, Liquid, in barrels or kegs, valuation not over $10 per barrel, and so stated on dray ticket or shipping receipt by shipper, O. R | 3 | 4 |
| Paint Driers, ground, dry | 4 | 5 |
| Paint Stain. Same as paints, in Oil. | | |
| Paint, Wood Filler | 4 | |
| Paints, Dry—Earth, or Ground Iron Ore, in casks or barrels | 4 | C |
| Paints, Dry—Earth or Ground Iron Ore, in bulk | | |
| White or Red Lead, in casks or barrels | 4 | 5 |



| P | L. C. L. | L. C. |
|---|---|---|
| Paints, Dry—Continued. Oxide of Zinc, in casks or barrels | 4 | 5 |
| Chemical, in barrels, kegs or boxes | 4 | |
| Paints, in Oil—White Lead or Zinc, Asphalt, Chemical, Paraffine, Rubber, Iron and Earth, in cans (round or square), boxed or crated, or in barrels, kegs or kits, or in tin kegs, flat tops, enclosed in veneer jackets | 4 | 5 |
| Paints, in Oil—White Lead or Zinc, Asphalt, Chemical, Paraffine, Rubber, Iron and Earth, in cans, not boxed or crated | 1 | |
| Paints, in pails, O. R | D 1 | |
| Paints, N. O. S., in b'xes or cans | 2 | |
| Palm fibre, in bales | 2 | B |
| Palm Leaves, in bales | 1 | |
| Panorama Scenery (canvas, painted). Same as Paintings and Pictures. | | |
| PAPER: | | |
| Paper, Book and Writing, flat, in original sheets, unruled and uncut, in boxes, crates, rolls or bundles | 2 | 5 |
| Paper, Blotting, in bundles | 3 | 5 |
| Paper, Building or Roofing | 4 | B |
| Paper, Felt, for Carpet Lining | 4 | 5 |
| Paper, Building and Roofing, and Paper, Felt, for Carpet Lining | | 5 |
| Paper, Cover. Same as Paper, Book. | | |
| Paper, Felt, for Carpet Lining, and Carpet Lining, Sewed, in bales, compressed | | 4 |
| Paper, Fly Fly Paper, in boxes or bundles | 1 | |
| Paper, News, Patent Insides, in bundles | 2 | |
| Paper, News or Print, in rolls, bundles or crates, on flat Manillas, in crates, colored or uncolored | 4 | 5 |
| Paper, N. O. S., in boxes | 1 | |
| Paper, Sand, Flint and Emery, boxed | 2 | |
| Paper, Sand, in bundles | 1 | |
| Paper Bags, in bundles or boxes | 3 | |
| Paper, Wrapping, N. O. S., in bundles, O. R | 3 | 5 |
| Paper, Wrapping, Printed, in bundles | 2 | |
| Paper, Wrapping, Straw, or folded Manilla, in bundles, or Manilla in rolls | 4 | B |
| Strawboard | 4 | |
| Paper, Wrapping, Oil or Wax, in boxes | 1 | |
| Paper Balloons, flat, boxed | D 1 | |
| Paper Boxes, nested, boxed or crated | D 1 | |
| Paper Boxes, not nested, bxd. | 3 t 1 | |
| Paper Boxes, minimum weight, 12,000 lbs | 3 | |
| Paper Boxes, K. D., flat, in bundles, crates or boxes | 2 | 5 |
| Paper Curtains, O. R | 1 | |
| Paper Cutters, for counter use. Same as Hardware. | | |
| Paper Doors, O. R | 1 | |
| Paper Hangings, in bundles, released, or in boxes | 1 | 3 |
| Paper Lanterns, K. D., bxd. | D 1 | |
| Paper Masks, boxed | 4 t 1 | |
| Paper Masks, nested, boxed | D 1 | |
| Paper Scrap. Same as Rags. | | |

| P | L. C. L. | C. L. |
|---|---|---|
| Paper Scrap may be loaded with Junk in mixed car loads at Class D rates. | | |
| Paper, shelf decorating, in bundles or boxes | 1 | |
| Paper, Straw, for carpet lining. Same as Straw Board. | | |
| Paper, Stucco, boxed, O. R | 1 | |
| Paper Tablets and Tabs, boxed, released to valuation 4 cents per lb | 2 | 3 |
| Paper Tags. See Tags. | | |
| Paper Targets and Fixtures, O. R | 1 | |
| Paper Tubes, boxed or crated | 1¼ | |
| Papier Mache, unfinished | 1 | 3 |
| Papier Mache Moldings, Center Pieces, Cornices and Covering for Walls, in crates or racks, released, or in boxes | 1 | 3 |
| Papier Mache Goods, N. O. S., boxed | D 1 | |
| Paraffine, Wax, in barrels or boxes | 3 | 4 |
| Paris Green | 3 | 4 |
| Pasteboard Boxes. See Paper Boxes. | | |
| Pasteboard Insulating Material. Same as Paper Boxes, K. D. | | |
| Paste, Flour, in barrels | 4 | 5 |
| Patrol Boxes, crated | D 1 | |
| Patrol Boxes | | 5 |
| Patterns, Wooden or Metallic, O. R. of breakage | 1½ | |
| Peaches, Green, O. R. prepaid or guaranteed | 1 | 3 |
| Peaches, Dried or Desiccated, in cans, boxes, barrels or sacks, released | 3 | 4 |
| Peach Stones, in brls., boxes or bags | 3 | |
| Peas. See Beans, Dried. | | |
| Peat | 4 | D |
| Peat Fuel Blocks | | D |
| Pelts and Peltries, other than sheep, not dressed | 1 | |
| Pencils, Slate, boxed, O. R. | 2 | |
| Pepper | 3 | |
| Pepper Mixture | 2 | |
| Perfumery, boxed, O. R | 1 | |
| Personal Effects, in boxes, or in trunks, bxd. Same as Household Goods. | | |
| Personal Effects, in trunks, not boxed. Not taken. | | |
| Phonographs and Graphophones, boxed, O. R | 1 | 3 |
| Phosphate of Lime, in barrels or boxes | 4 | |
| Phosphorus, only taken in tins hermetically sealed and pkd. In whiting, O. R | D 1 | |
| Photograph Cars | | A |
| Photo-Dry Plates, boxed, O. R., released | 1 | |
| Photographs and Photographic Material, N. O. S., boxed, released | 1 | |
| Photograph Cards, boxed | 1 | |
| Pianos. See Musical Instruments. | | |
| Picket and Tent Pins, and Tent Keys, N. O. S., in boxes, barrels or crates | 4 | B |
| Picket Pins, Iron. See Iron. | | |
| Pickets, wooden. Same as Soft Lumber. | | |
| Pickles, in glass, packed in bxs., brls. or kegs, O. R | 2 | 6 |
| Pickles, N. O. S., in brls., kegs, kits or casks | 4 | |

| P | L. C. L. | C. L. |
|---|---|---|
| Pickles, N. O. S., in wooden pails or tubs | 1 | 5 |
| Pickles, N. O. S., in wooden pails, boxed | 4 | |
| Pickles, Preserves, Jelly, Fruit Butter, Mince Meat, Table Sauces, Vegetables and Fruits, in glass, packed in boxes or barrels | | 5 |
| Picks. See Iron. | | |
| Pigs' Feet, pickled | 4 | |
| Pike Poles, in bundles, crates or boxes | 1 | |
| Piles, Soft Lumber Rates. | | |
| Pill Boxes, in casks or boxes | D 1 | |
| Pillows, N. O. S. | D 1 | |
| Pine Apples, packed, O. R., prepaid or guaranteed | 1 | 3 |
| Pine Straw, in sacks, O. R. of fire | 1 | |
| Pine Straw, pressed in bales, O. R. of fire | 2 | |
| Pins | 2 | |
| Pipes, wooden or fancy (smoking), boxed | 1 | |
| Pipes, clay (smoking), boxed | 2 | |
| Pipes, corn-cob (smoking), bxd | 2 | 4 |
| Pipe, Iron. See Iron. | | |
| Pipe Covering, Cattle's Hair, in sacks | 1 | |
| Pipe Covering, Cattle's Hair, in barrels | 2 | 5 |
| Pipe Covering, Cattle's Hair, pressed in bales | 3 | |
| Pipe Covering, Felt | 2 | |
| Pipe, Sewer, O. R. of breakage | 3 | |
| Pipe, Sewer, in crates or hogsheads, O. R | 4 | E |
| Pipe, Water, wooden | 3 | C |
| Pipe, Wood Fiber, O. R | 1 | 4 |
| Pipe, Wood Fiber, bxd or crated | 2 | |
| Pipe, Wooden (for inclosing steam pipes) | | C |
| Pitch | 4 | D |
| Planes, Hand, boxed | 2 | |
| Plants, in bales, O. R., P. P. | D 1 | |
| Plants, in boxes, O. R., P. P. | 1 | |
| Plaster of Paris Molding and Center Pieces, packed | D 1 | |
| Plaster of Paris Molding and Center Pieces, packed, O. R | 1 | |
| Plaster, Land, in sacks or brls | 4 | C |
| Plaster, Wall | 4 | C |
| Plaster, N. O. S. | 4 | C |
| Plaster Cloth | 4 | C |
| Plates, Electrotype and Stereotype, boxed, O. R., released | 1 | |
| Plates, Electrotype and Stereotype, old, returned to manufacturers, O. R | 4 | |
| Plates, Paper or Wooden, boxed or crated | 2 | A |
| Plated Ware, boxed, released | 1½ | |
| Plows. See Agr'l Imp'ts. | | |
| Plow Beams. See Agr'l Imp'ts. | | |
| Plow Points and Wings. See Agricultural Implements. | | |
| Plumbago, in brls. or boxes | 2 | |
| Plumbers' Materials, N. O. S., in boxes or casks | 2 | |
| Pokes, Animal | 1 | |
| Pop Corn. See Corn, Pop. | | |
| Popped Corn. See Corn, popped. | | |
| Porcelain Ware, in brls., boxes or kegs, O. R | 1 | |
| Porcelain Ware, in casks or hogsheads, O. R | 2 | |
| Pork, packed | 4 | |
| Pork Scraps, Pork Trimmings, Pork Tenderloins, in pkgs | 3 | |
| Pork Barrels or Tierces, empty, old. See Junk. | | |

| P | L. C. L. | C. L. |
|---|---|---|
| Portable Forges. See Iron. | | |
| Porter. See Ale. | | |
| Postal Bag Racks | 3 | |
| Post Augers | 1 | |
| Post Hole Diggers | 2 | |
| Post Office Woodwork and Lock Boxes, K. D., flat and packed | 1 | |
| Post Office Woodwork and Lock Boxes, S. U. Same as "Counters and Shelving." | | |
| Posts, Fence, wooden | 3 | Soft Lumber Rates. |
| Posts, Hitching, wooden or iron, O. R | 2 | |
| Potash, in cans, boxed | 3 | |
| Potash, in barrels or casks | 4 | 5 |
| Potato Flour. Same as Flour. | | |
| Potatoes, N. O. S., in sacks or barrels, O. R. | 4 | C |
| Potatoes, N. O. S., in bulk, O. R. | | |
| Potatoes, Sweet, O. R | 3 | C |
| Pots, Corroding. See Corroding Pots. | | |
| Poultry, Dressed, O. R | 1 | 3 |
| Poultry, Dressed, Butter, Cheese and Eggs, O. R | | 3 |
| Poultry, Alive, in coops, O. R., rel., P. P. or guaranteed | D 1 | A |
| NOTE.—One person may be passed with one or more car loads of live poultry, in coops, to feed, water and care for the same. No return pass will be given. | | |
| Powder. See Gunpowder. | | |
| Powder Magazine (new) | 1 | |
| Premost. Same as Cheese. | | |
| Preservatives, Food, O. R | 1 | |
| Preserves, Jelly, Fruit Butter or Mincemeat, in glass, packed in boxes, or crates, O. R | 2 | |
| Preserves, Jelly, Fruit Butter, or Mincemeat, in tin cans, bxd., O. R | 4 | |
| (See Canned Meats, etc.) | | |
| Preserves, Jelly, Fruit Butter or Mincemeat, in barrels, kits or kegs, O. R | 4 | 5 |
| Preserves, Jelly, Fruit Butter or Mincemeat, in buckets, pails or tubs, O. R | 1½ | |
| Preserves, Jelly, Fruit Butter or Mincemeat, in buckets or pails, boxed, O. R | 4 | |
| Mincemeat, in paper bxs., bxd | 3 | |
| Presses, Broom | 1 | |
| Presses, Broom Corn | 1½ | |
| Presses, Cheese | 1 | |
| Presses, Cider | 2 | A |
| Presses, Copying, O. R | 1 | |
| Presses, Copying, boxed | 2 | |
| Presses, Cotton, K. D. | 3 | A |
| Presses, Hay. See Agr'l Imp'ts. | | |
| Presses, Printing, O. R | 1 | A |
| Presses, Printing, boxed, O. R | 2 | |
| Printed Matter, boxed or in bundles, O. R | 1 | |
| Printers' Cases, in bundles | 3 | |
| Printers' Stands, K. D., in bdl's | 3 | B |
| Printers' Cabinets, crated | 2 | |
| Printers' Elastic Composition, for Rollers, in brls. or bxs | 2 | |
| Prunells, in boxes or casks | 2 | |
| Prunes, in cans, glass or jars, packed, released | 1 | |
| Prunes, in boxes or sacks, released | 3 | 4 |
| Prunes, in original casks, or in barrels | 4 | |



| P | L. C. L. | C. L. |
|---|---|---|
| Prunes, in casks, or in barrels, boxes or sacks, released, in mixed car loads, with other Dried Fruits | 4 | |
| Pulleys, N. O. S. (Smooth faced or grooved wheels used in connection with shafting and belting for transmission of Power), loose, O. R. | 1 | A |
| Pulleys, N. O. S. (as above defined) boxed, O. R. | 2 | |
| Pulleys, N. O. S. (as above defined), when loaded with machinery. Same rates as the machinery. | | |
| Pulp, Straw | 3 | C |
| Pulp, Wood | 3 | C |
| Pumice Stone | 2 | |
| Pump Castings, not machine finished, in boxes, brls or casks | 4 | 5 |
| Pump Cylinders, porcelain lined, loose | 1 | |
| Pump Cylinders, porcelain lined, in bxs, crates or brls | 3 | 5 |
| Pump Rods, Wood, Iron or Steel | 4 | 5 |
| Pumpkins, Dried or Desiccated, in cans, boxes, barrels or sacks, released | 3 | 4 |
| Pumpkins, in packages, O. R | 3 | C |
| Pumps, Chain and Fixtures, O. R | 1 | A |
| Pumps, Elevator bucket, K. D., packed in pump cases, or in crates or barrels, released | 8 | |
| Pumps, Iron, loose, O. R | 1 | A |
| Pumps, Iron, in boxes or casks | 3 | |
| Pump Tubing, wooden | | See Lumber Tariff. |
| Pumps and Tubing, Wooden | 4 | D |
| Pumps, Steam, O. R | 1 | A |
| Pumps, Tin, and Fixtures, O. R | D 1 | |
| Purifier Boilers, Water, 10 feet and under in length | 3 | |
| Purifier Boilers, Water, over 10 and under 30 feet in length | 1 | A |
| Purifier Boiler, Water, 30 feet long or over (see Rule 12) | 1½ | |
| Purifying Trays, bxd, or crated | 3 | B |
| Putty, in barrels or casks, or in tin cans, boxed | 4 | 5 |
| Putty and Paints, in Oil | | 5 |

Q

| | | |
|---|---|---|
| QUARTERMASTER'S stores, N. O. S | 1 | |
| Quicksilver, in iron flasks | 1 | |
| Quicksilver Flasks, empty | 4 | C |
| Quills, packed, O. R | D 1 | |

R

| | | |
|---|---|---|
| RACKS, Roll Paper, boxed or crated, O. R | 1 | |
| Radiators, steam, O. R | 3 | 5 |
| Rags, *at owner's risk of fire:* | | B* |
| In sacks or bags | 2 | Min. |
| In bales or crates, pressed | 3 | wt. |
| In hogsheads or barrels | 3 | 14,000 |
| | | lbs. |
| Charges should not exceed what would accrue by the application of Class D rates, min. wt. 20,000 lbs. | | |
| Rags | | D |
| Charges should not exceed what would accrue by the application of Class B rates, min. wt. 14,000 lbs. | | |

| R | L. C. L. | C. L. |
|---|---|---|
| Rags, loose, NOT TAKEN. | | |
| Railway Machinery: | | |
| Cranes, Steam or Hand | | A |
| Portable Steam Shovel, Snow Plow, Steam Wrecking Crane, Extension Pile Driver or Portable Steel Rail Saw, hauled in train or on trucks furnished by shipper; one man in charge may be passed one way. No return pass will be given | | Min. wt. 60,000 lbs. E |
| Steam Shovel Fixtures, loaded on flat cars | | A |
| R. R. Excavator and Wrecker, on trucks, actual weight | | A |
| Safety Gates and Attachments | 3 | A |
| Railway material. See Iron. | | |
| Railway Equipment: | | |
| Cars: Sleeping, Parlor, Chair, Dining, 30 cts. per car per mile. | | |
| Passenger and Combination, 18 cents per car per mile. | | |
| Baggage, Mail, Express, 15 cts. per car per mile. | | |
| Box, Stock, Flat, Caboose, Coal, 10 cents per car per mile. | | |
| Ballast Spreaders (Dump Cars with spreading attachment), hauled in train, 10 cents per mile; loaded on flat cars, Class A. | | |
| The above rates will also apply upon Narrow Gauge Equipment, upon standard gauge trucks furnished by shipper. | | |
| Narrow Gauge Cars, loaded on Standard Gauge flat cars | | A |
| Locomotives and Tenders, Standard Gauge, on their own wheels, including transportation for one man in charge (no return pass will be given), min. weight 60,000 lbs | | E |
| Locomotives and Tenders, Narrow Gauge, on flat cars (no pass will be given) | | A |
| NOTE.—In no case shall the charge for each Locomotive loaded on flat car exceed the charge that would apply if the Locomotive was hauled on trucks. | | |
| Raisins | 2 | 3 |
| Rakes. See Agr'l Implts. | | |
| Rake Teeth. See Agr'l Implts. | | |
| Ramie, Crude, in bales, O. R. of fire | 4 | E |
| Rattan | 1 | |
| Reels, Centrifugal, O. R | 1 | A |
| Reels, Cable, returned | | D |
| Refrigerator Cream Tanks | 2 | |
| Refrigerators. See Furniture. | | |
| Registers. See Stoves. | | |
| Rennet, prepared, in barrels or kegs | 2 | |
| Retorts, carrier's risk | D 1 | |
| Retorts, Clay, O. R | 2 | |
| Retorts, Iron, O. R | 4 | B |
| Retorts, Clay or Iron, with Fire Brick and Clay, mixed car loads | | C |
| Rice, Rice Flour, Rice Meal or Broken Rice, in bags, barrels or tierces | 4 | 5 |
| Rigging and Tackle Blocks, O. R | 2 | |
| Rigging and Tackle Blocks, in boxes or barrels | 3 | 5 |

| R | L. C. L. | C. L. |
|---|---|---|
| Roasters, Peanut, S. U., boxed or crated, O. R. | | D 1 |
| Roasters, Coffee and Peanut, K. D., boxed or crated | | 1 |
| Rods, Stair, in boxes | | 2 |
| Rollers, Field. See Agr'l Impt's. | | |
| Rollers, Lawn. See Agr'l Impt's, Hand. | | |
| Rolling Partitions, wooden, and Fixtures, boxed | 2 | 4 |
| Roofers' Outfit (second hand) | | 5 |
| Roofing, Asbestos, in boxes or rolls | 4 | 5 |
| Roofing, Cement, Granite and Tar, prepared | 4 | 5 |
| Roofing, Tin | 4 | 5 |
| Roots, N. O. S., in sacks, boxes or barrels | | 1 |
| Roots, Rice, in bales | | 2 |
| Rope, Hair | | 1 |
| Rope, N. O. S., in bales, boxes, barrels or bundles | | 3 |
| Rope, N. O. S., one quarter inch or over in diameter, in coils or on reels | | 4 |
| Rope, Old, in boxes, barrels or crates | 4 | D |
| (See also Junk.) | | |
| Rosin, in barrels | 4 | C |
| Rosin Oil, in barrels, O. R. | | 5 |
| Rubber, Crude | | 3 |
| Rubber Goods, N. O. S. | | 1 |
| Rubber, in sheets | | 1 |
| Rubber, Old, in bags | 2 | |
| Rubber, Old, in barrels, crates or bales | 3 | D |
| (See also Junk.) | | |
| Rubber Roofing Material | 4 | 5 |
| Rugs | | 1 |
| Rustic Work, O. R. | | D 1 |
| Rye, Rolled, in paper sacks, O. R. | | 2 |
| Rye, Rolled, in boxes, cotton sacks or kegs, actual gross weight | | 3 — Same as Flour |
| Rye, Rolled, in barrels or half barrels, est. weight 200 lbs. per barrel or 100 lbs. per half barrel | | 4 |

S.

| S | L. C. L. | C. L. |
|---|---|---|
| Sacks. See Bags. | | |
| Saddlery Hardware | | 2 |
| Saddlery, N. O. S., boxed | | 1 |
| Saddles, in bales or boxes | | 1 |
| Saddletrees | | 1 |
| Sad Irons, in boxes or bris | | 5 |
| Safes, Bread, Cheese, Meat or Milk, O. R., released | | 1½ |
| Safes, Kitchen. See Furniture. | | |
| Safes, Iron, entirely at O. R. of chafing and breakage, loaded and unloaded by owner, as follows: | | |
| Each, weighing less than 5,000 lbs. | | 3 |
| Each, weighing 5,000 lbs. and less than 10,000 lbs. | | 2 |
| Each, weighing 10,000 pounds or over | | 1 |
| Safes, Iron, C. R. of chafing and breakage, double above rates. | | |
| S... ed or in bags | | 1 |
| Saint John's Bread or Honey Beans | | 2 |
| Saleratus | 3 | 4 |
| Saleratus and Bi-carbonate of Soda, mixed, C. L. | | 4 |
| Saloon Furniture, as follows: Counters, Sideboards, Workboards, Arm Rails, Foot Rails, Metal Brackets for Arm and Foot Rails, Refrigerators, Bottle Cases, Door, Window and Bar Screens, Partitions, Wainscoting and Office Railing, Tables, Chairs, Desks, Show Cases, Marble Slabs, Wooden Mantles, minimum weight, 15,000 pounds | | 3 |
| Sal Soda, in cans, boxed | | 3 |
| Sal Soda, in boxes, barrels or casks | 4 | 5 |
| Salt, in sacks, boxes or barrels | 4 | See Tariff |
| Salt, in bulk, car loads | | |
| Salt, Fertilizing | 4 | E |
| Salts, Bleaching, Bleach, or Bleaching Powder, in boxes, barrels or casks | 4 | 5 |
| Salts, Epsom and Rochelle | 2 | |
| Salts, Glauber | 4 | 5 |
| Salt Cake | 4 | |
| Saltpetre | 4 | 5 |
| Salt, Roller | 4 | |
| Sand, in packages | 4 | E |
| Sand, in bulk | | |
| Sand and Sawdust, mixed, in barrels | 4 | |
| Sand and Sawdust mixed | | E |
| Sand Paper. See Paper. | | |
| Saratoga Chips, packed | | 1 |
| Sardines or Shadines, Domestic or Imported, in boxes | 2 | 5 |
| Sash. See Blinds. | | |
| Sash Weights, Lead, strung on cord or in bris. or boxed | 4 | 5 |
| Sauces, Table, boxed, O. R. (see also Pickles) | | 1 |
| Sauer Kraut | 4 | 5 |
| Sausage Casings, Dry, in b'xs. | | 1 |
| Sausage Casings, Pickled, in b'ris or kegs | | 4 |
| Sausage, Fresh, O. R. | 2 | 4 |
| Sausage (except pork), Dried, in boxes or barrels | | 5 |
| Sausage, Dried, in b'xs or b'ris | | 4 |
| Sawbucks, K. D. | | 3 |
| Saws, on boards | | 1 |
| Saws, in boxes | | 2 |
| Saws, Circular, with teeth, 1½ | | |
| Saws, Drag, with horse-power | | 2 |
| Sawdust, in packages | 4 | E |
| Sawdust | | |
| Saw Logs, N. O. S., same as Soft Lumber. | | |
| Saw Mills, Portable | | 1 |
| Scaffolds, Painters'. Same as Ladders. | | |
| Scale Boards (for pk'ng cheese) | 2 | A |
| Scales and Scale Beams not boxed, O. R. | | 1 — 3 |
| Scales and Scale Beams, boxed, O. R. | | 2 |
| Scale Weights, boxed | | 4 |
| Scorifiers. See Crucibles. | | |
| Scrapers, Pond | | 3 — A |
| *Scrapers, Road, with wheels, S. U. | | 2 |
| *Scrapers, Road, with wheels, K. D. | | 3 |
| *Scrapers, Road, without wheels, S. U. | | 3 — A |
| *Scrapers, Road, without wheels, K. D. | | 4 |

*These include drag scraper and road machines.



| S | L. C. L. | C. L. |
|---|---|---|
| Screens, Door and Window, Wire, crated, O. R., released | 1 | B |
| Screens, Sand, Coal or Foundry, (not Riddles) O. R. | 1 | A |
| Screens, Riddles, in bundles, O. R. | | D 1 |
| Screens, Riddles, boxed, O. R. | | 1 |
| Screws, Bench, Iron or Wood | | 2 |
| Scythes, Scythe Snaths, and Scythe Stones. See Agricultural Impl'ts, Hand. | | |
| Seal Presses, Hand, packed | | 1 |
| Seal Shell Paving | 4 | E |
| Seeds: | | |
| Red Top, Blue Grass, Canary, O. R. | 2 | 4 |
| Apple and Peach, O. R. | 3 | |
| Alfalfa, Lucerne, Clover, Timothy, Broom Corn and Rape, O. R. | 3 | A |
| Elder, Maple and Ash | 3 | 4 |
| Flax, Hemp, Hungarian, Millet or Sorghum, O. R. | 4 | See Tariff. |
| Garden and Osage Orange, O. R. | 1 | 3 |
| Garden, returned, O. R., P. P. or guaranteed | | 3 |
| Locust Tree Seeds | 3 | 4 |
| Seed Grass, N. O. S. | 2 | 4 |
| Bird Seed, in pkgs, boxed | | 2 |
| Caraway | | 1 |
| Cotton | 4 | E |
| Seeds, N. O. S., O. R. | | 1 |
| Sewing Machines. See Machines. | | |
| Shavings, N. O. S., in pkgs. | 4 | E |
| Shavings or Chips, Brewers' or Vinegar, in bags | | 1 |
| Shavings or Chips, Brewers' or Vinegar, in boxes, bales or barrels | | 3 |
| Sheathing and Lath, combined | 3 | B |
| Sheep Pelts, pickled, in bris. | 3 | 5 |
| Sheep Pelts. Same as Hides. | | |
| Sheep Dip | 3 | A |
| Shellac | 2 | |
| Shells, in boxes, bris. or hhds., P. P. | | 2 |
| Shingles, wood | | 4 |
| Shingles, wood, C. L. Soft Lumber Tariff rates. | | |
| Ship-Knees, wood. Same as Lumber. | | |
| Shingles, Iron and Steel. See Iron Shingles. | | |
| Shoddy and Shoddy Dust, in sacks, O. R. | | 1 |
| Shoddy and Shoddy Dust, in bales, O. R. | | 2 |
| Shoe Dressing, in glass, boxed, O. R. | | 1 |
| Shoe Findings | | 1 |
| Shoe or Harness Blacking, in glass or stone, packed in bxs. or bris., O. R. | | 1 — 4 |
| Shoe or Harness Blacking, N. O. S., in boxes or kegs | | 2 |
| Shoe Lasts, in boxes and bris. | | 2 |
| Shoe Lasts, in the rough, in bulk | | A |
| Shoe Pegs, in bags | | 1 |
| Shoe Pegs, in boxes, barrels or kegs | | 2 |
| Shoveling Boards | 3 | C |
| Shovels and Spades. See Agricultural Implem'ts, hand. | | |
| Shot, in bags, N. O. S., O. R. | | 1 |
| Shot, in bags, boxed | | 4 |
| Shot, in pockets, enclosed in gunnies, O. R. | | 4 — 5 |
| Shot, in kegs, O. R. | | 4 |
| Shot, in boxes, O. R. | | 2 |

| S | L. C. L. | C. L. |
|---|---|---|
| Show Cards, other than glass, boxed, P. P. | | 1 |
| Show Cards, glass, boxed, P. P., O. R. | | D 1 |
| Show Cases, boxed, O. R. | | 3 1 1 |
| Show Cases, boxed, bottoms crated, O. R. | | D 1 |
| Show Cases, boxed, bottoms crated, and Show Case Supports, min. weight 12,000 lbs., O. R. | | 2 |
| Show-case Material, K. D. and packed, released | | 1 |
| Sieves, loose | | 3 1 1 |
| Sieves, in bundles | | D 1 |
| Sieves, in crates | | 1½ |
| Sieves, in boxes | | 1 |
| Signs, wood, O. R., prepaid | | 2 |
| Signs, Iron and Tin, in boxes or crates, O. R., P. P. | | 1 |
| Signs, Wire, O. R. | | D 1 |
| Silica, in boxes, bris. or bags | 4 | D |
| Silica, in bulk | | D |
| Siphons, Cast Iron, and connections | 4 | 5 |
| Sizing | | 2 |
| Skates, Ice and Roller, boxed | | 2 |
| Skeletons, Same as Wax Figures. | | |
| Skins, Hog or Goat. Same as Hides. | | |
| Skins, N. O. S., in bales | | 1 |
| Slag | | E |
| Slag Pots | | |
| Slate Blackboards, O. R. | 2 | 4 |
| Slate, Granite or Stone, Paving, Rubble, hammered and sawed Curbing and Flagging | 4 | E |
| Slate, School, O. R. | 2 | 4 |
| Slates and Pencils, School, bxd., O. R. | | 2 |
| Slate, Roofing, O. R. | 3 | D |
| Sleds and Sleighs, Children's. See Vehicles, Children's. | | |
| Sleighs, not Children's. See Vehicles. | | |
| Smoke Stacks, O. R. | | 1½ |
| Smoked Tongues, in casks or boxes | | 4 |
| Snow Shoes | | 1 |
| Snuff | | 1 |
| Soap, Castile, Toilet or Fancy | | 2 |
| Soap, N. O. S. | 4 | 5 |
| Soap, Soft, in glass, boxed | | 2 |
| Soap Powder, Washing and Scouring Compounds and Crystals | 4 | 5 |
| Soap Stone Dust | 4 | C |
| Soap Stone Finish | 4 | C |
| Soap Stone Griddles, boxed, O. R. | | 2 |
| Soap Stone Slabs, bxd., O. R. | | 2 |
| Soap Stone Sinks, bxd. or crated | | 2 |
| Soap Weed or Root, in sacks | | 4 |
| Sod, in packages | | 4 |
| Sod, in bulk | | E |
| Soda, Bicarbonate of | 3 | 4 |
| Soda and Sal Soda | | 4 |
| Soda Ash, in cans, boxed | | 3 |
| Soda Ash, in bris. or casks | 4 | 5 |
| Soda, Caustic, in drums | 4 | 5 |
| Soda Fountains and Fixtures, boxed, O. R. | | 1 |
| Soda, Hypo-sulphate and Sulphate of | 4 | 5 |
| Soda, Nitrate of | 4 | 5 |
| Soda, Silicate of | 4 | 5 |
| Soda Tablets, Effervescent, agreed valuation 10 cents per lb. | | 3 |
| Soda Water Cases, returned. See Cases. | | |

| S | L. C. L. | C. L. |
|---|---|---|
| Soda Water, in glass, packed in boxes or brls., or in metal retainers, O. R. | 3 | 5 |
| Solder, in boxes | 3 | 4 |
| Spark Arresters | D 1 | |
| Spelter | 4 | 5 |
| Spice, in pails with wooden covers | 1 | |
| Spice, N. O. S., in bags | 1 | |
| Spice, N. O. S., in boxes or brls. | 2 | |
| Spice Cabinets. Same as Woodenware. | | |
| Spice Meal | 2 | |
| Spinning Wheels | D 1 | |
| Split Peas | 3 | |
| Spoke Drivers | 1½ | |
| Spools, Barbed Wire, K. D. | 3 | C |
| Sponges, packed | D 1 | |
| Sportsman's Flying Targets, clay or pitch, and Traps, in bxs. or brls. | 2 | 4 |
| Spring Beds. See Furniture. | | |
| Spring Bed-bottoms. See Furniture, Spring Beds. | | |
| Springs, Wire, coiled, in bdls. | 1 | |
| Springs, Wire, coiled, in boxes, brls. or casks | 2 | 4 |
| Springs, Carriage, Wagon or Seat | 2 | A |
| Springs, Carriage, Wagon or Seat, boxed | 3 | |
| Springs, Rubber, Steel or Volute, for cars | 4 | 5 |
| Springs, for Agricultural Implements, in bxs. or brls. | 3 | |
| Stairs, set up. Same as Counters and Shelving, S. U. | | |
| Stamped Ware, N. O. S., and Granite Ware, loose | D 1 | |
| Stamped Ware, N. O. S., and Granite Ware, in boxes or barrels | 1 | 4 |
| Stamped Ware, N. O. S., and Granite Ware, nested, in boxes, crates or barrels | 2 | |
| Stamps, Self-Inking, Pocket, Dating, Numbering, Check Cancellating, and parts thereof, including Pads, Racks and Molding, boxed | 1 | |
| Stanchions. See Cattle Stanchions. | | |
| Starch, in boxes or barrels | 4 | 5 |
| Stationery, N. O. S., boxed, O. R | 1 | |
| Staves, Heading and Hoops | 4 | D |
| Steam Coils and Fixtures | 3 | 5 |
| Steam Drying Closets, set up, released | D 1 | A |
| Steam Drying Closets, K. D., released | 1 | |
| Steam Gauges, boxed | 1 | |
| Steam Generators, O. R. | 1 | |
| Steam Heating Apparatus, including Boilers, 10 feet and under in length, O. R., released | 3 | 5 |
| Steam Jacket Heaters and Condensers | 1 | |
| Stearine | 4 | 5 |
| Steel. Same as Iron. | | |
| Stereotype and Electrotype Plates, boxed, O. R, released | 1 | |
| Stereotype and Electrotype Plates old, returned, to manufactu ers, O. R. | 4 | |
| Stills, Copper or Iron, including Worms, O. R | D 1 | |
| Stilts, Wooden, in bdls. | 3 | |
| Stirrups, Wooden, in bdls., O. R. | 2 | |
| Stirrups, in boxes or crates | 3 | |
| Stitch Horses, set up | 1 | |
| Stitch Horses, K. D | 2 | |
| Stone Boats | 2 | A |
| Stone, crushed, broken, spawl and chips, take Soft coal (dump) rates. | | |
| Stone, Artificial. Same as Stone N. O. S. | | |
| Stone, Onyx, Rough, released to valuation 20c. per cubic foot. | 4 | E |
| Stone N. O. S., lettered or figured, prepaid, released | D 1 | |
| Stone, N. O. S., lettered or figured, boxed or racked, prepaid, released | 1 | |
| Stone, N. O. S., dressed (not lettered or figured) released | 4 | D |
| Stone, N. O. S., rough, undressed | 4 | E |
| The rating provided will apply on Sawn Stone not further manufactured. | | |
| Stone or Slate Paving, Rubble, Curbing or Flagging | 4 | E |
| Stone Ware, in bxs. or brls. | 2 | |
| Stone Ware, in crates, casks or hhds., N. O. S., O. R. B | 4 | B |
| Stone Ware (not crockery) in bulk | | |
| Stone Ware (not crockery) loose, O. R., released, to be taken at carrier's convenience | 1 | |
| Stones, Oil, in boxes, O. R | 1 | |
| Stones, Whet, Sand, in bxs., O. R. | 3 | |
| Storm Houses, wood and iron combined, K. D. | 3 | B |
| Stove Boards, Zinc, Tin or Iron. | 1 | |
| Stove Boards, Zinc, Tin or Iron, racked | 2 | 5 |
| Stove Boards, Zinc, Tin or Iron, completely boxed | 3 | |
| Stove Linings, Brick or Stone. See Brick. | | |
| Stovepipe and Stovepipe Elbows, N. O. S., released | D 1 | |
| Stovepipe, boxed or crated, released | 1½ | |
| Stovepipe Elbows, in uniform bdls. of 1 doz. each (4 elbows, ends lapped in a ring, three rings wired securely together), or crated, released | 1½ | 5 |
| Stovepipe Elbows, packed in boxes, released | 1 | |
| Stovepipe Iron, cut in shape for stovepipe, nested solid, bxd. or crated, released | 3 | |
| Stove Polish or Blacking, in glass or stone, packed in bxs. or brls. | 1 | 4 |
| Stove Polish or Blacking, in bxs. or kegs | 2 | |
| Stoves, N. O. S., Furnaces, Furnace Castings, Fenders (iron), Grate Bars, Rocking Grates, Iron Thimble Collars, Registers, Hollow Ware (consisting of the following articles made of Cast or Sheet Iron: Bake Ovens, Boilers, Kettles, Pans Drip or Frg), Pots, Reservoirs, Sad Iron Heaters, Skillets, Spiders and Waffle Irons), Stove Plate and Stove Furniture, consisting of the following articles made of Cast or Sheet Iron: Bake Ovens, Blowers, Boilers, Broilers, Cover Lifters, Griddles, Kettles, Pans (Drip or Frg) Pokers, Pots, Reservoirs, Sad Iron Heaters, Scrapers, Shakers, Stove Shovels, Skillets, Spiders, Tongs and Waffle Irons), C. R | 1 | |



| S | L. C. L. | C. L. |
|---|---|---|
| Stoves, N. O. S., Furnaces, Furnace Castings, Grate Bars, Rocking Grates, Iron Thimble Collars and Registers, rel | 3 | |
| Stove Plate, Stove Furniture and Hollowware (as above described), released | 2 | 5 |
| Stove Plate, Stove Furniture and Hollowware (as above described), crated | 3 | |
| Stove Plate, Stove Furniture and Hollowware (as above described), in boxes, barrels or hogsheads | 4 | |
| Stove Boards, Coal Hods, Zinc, in rolls, for stoveboards, Sheet Iron, Stovepipe and Elbows may be loaded with Stoves, N. O. S., in car loads at fifth class rate. | | |
| Sheet Iron Canopies for Ranges, crated | 1½ | |
| Sheet Iron Canopies for Ranges, when loaded with Stoves, N. O. S. | 5 | |
| Stoves, Gasoline, Gas, Oil or Vapor (with steel frames), and Sheet Iron Camp, and Fixtures, with or without ovens, O. R., boxed or crated | 1 | 5 |
| Stoves, Gasoline, Gas, Oil or Vapor (frames of cast iron,) and Fixtures with or without ovens, bxd. or crated, O. R. | 2 | |
| Straw, baled, but not pressed | 1½ | |
| Straw, baled and pressed, O. R. | 3 | E |
| Straw, O. R. of fire | | |
| Straw, N. O. S., O. R. of fire | | E |
| Straw Board. See Paper. | | |
| Straw Board, lined. Same as Straw Board. | | |
| Straw Goods, N. O. S | D 1 | |
| Straw Covers, for Bottles. See Bottle Wrappers. | | |
| Straw Pulp | 3 | C |
| Straw or Stalk Cutters. See Agricultural Implements. | | |
| Stretcher Frames, Artists', K. D., crated | 3 | |
| Strips, Weather, in bundles | 1 | 3 |
| Stucco | 4 | C |
| Stump Pullers, O. R | 1 | A |
| Stump Pullers, K. D., O. R | 2 | |
| Substance Stores, N. O. S | 1 | |
| Sugar Cane | 3 | B |
| Sugar, Maple or Lemon | 2 | 4 |
| Sugar, N. O. S., in boxes or barrels, or in sacks or bags other than paper | 4 | 5 |
| Sugar Trains | 1 | A |
| Sulphate of Ammonia | 1 | |
| Sulphur, in boxes or kegs | 2 | C |
| Sulphur, in sacks, brls. or hhds. | 4 | |
| Sulphur and Brimstone | | C |
| Sumac | 3 | |
| Surgical Instruments, boxed, released | D 1 | |
| Sweat Collars or Sweat Pads, boxed or in bales | 2 | |
| Swings, wooden, K. D. in bundles, boxes or crates | 2 | |
| Syrup, in tin cans, jacketed, O. R | 1½ | |
| Syrup, N. O. S., in glass or jugs, boxed, O. R. of leakage | 2 | |
| Syrup, N. O. S., in pails, O. R. of leakage | D 1 | 5 |
| Syrup, N. O. S., in barrels, kegs or kits, O. R. of leakage | 4 | |
| Syrup, N. O. S., in Tin Kegs, flat tops, inclosed in veneer jackets | 4 | |
| Syrup, N. O. S., in cans (square or round), boxed or in barrels, O. R | 4 | 5 |
| Syrup, for coloring and flavoring, O. R | 1 | |

## T

| S | L. C. L. | C. L. |
|---|---|---|
| Table Legs and Table Slides, See Furniture. | | |
| Tacks. See Iron, Tacks. | | |
| Tackle Blocks, Iron or wood, and Rigging, O. R | 2 | 5 |
| Tackle Blocks, Iron or wood, and Rigging, in bxs. or brls | 3 | |
| Tags, Paper, in boxes | 1 | |
| Tags, Tin, in boxes | 2 | 3 |
| Tails, Cattle, dry, in bales | 1 | |
| Tails, Cattle, green, s'ted, in brls. | 3 | |
| Tails, N. O. S., in bales | 3 t 1 | |
| Tails, N. O. S., in boxes | 1 | |
| Talc | 4 | 5 |
| Tallow | 4 | 5 |
| Tampico, in bales, O. R. of fire | 3 | B |
| Tank Cars, empty, returned. Special contract. No mileage will be paid, loaded or empty, either way. | | |
| Tanks or Vats, wooden, set up | D 1 | D |
| Tanks or Vats, wooden, K. D., or wooden Tank or Vat Stuff and Fixtures, O. R. | 3 | B |
| Tanks, combination iron and wood, used as gas-holders, in sections | 5 | |
| Tanks, Oil Storage, plate iron. Same as Boilers. | | |
| Tanning Extract, in barrels | 2 | 5 |
| Tapioca, boxed or in bags | 1 | |
| Targets, Sportsman's Fly'g clay or pitch, and Traps, in boxes or barrels | 2 | 4 |
| Tar, in buckets and pails, O. R | 2 | D |
| Tar, in barrels or cases, O. R | 4 | |
| Tar, in cans, O. R | 2 | |
| Tarpaulins | 1 | |
| Tea | 1 | |
| Teasels | D 1 | |
| Telegraph Cable, Wire | 4 | 5 |
| Telegraph Arms and Pins | 3 | C |
| Telegraph Insulators, in boxes and barrels | 4 | |
| Telegraph or Telephone Instruments and Fixtures, boxed | 1 | |
| Telegraph Poles | | See Timber tariff. |
| Ten Pin Balls and Pins, boxed | 2 | |
| Tent Poles, in bundles | 3 | |
| Tent Pins and Keys, in bundles | 1 | |
| Tent Pins and Keys, in boxes, crates or barrels | 4 | B |
| Tents and Fixtures, N. O. S | 1 | 3 |
| Terra Cotta, for building purposes, O. R | 3 | B |
| Terra Alba | 4 | |
| Terra Japonica | 3 | |
| Theatrical Scenery, rel's'd, P. P. | 3 t | |
| Theatrical Scenery, boxed, rel | D 1 | |
| Ties, Cotton Bale, iron | 4 | 5 |
| Ties, Hay Bale, Iron | 4 | 5 |
| Ties, Railroad. Special contract. | | |
| Tile, Building, hollow, O. R. breakage | 3 | E |
| Tile, Building, hollow, in crates or hhds., O. R | 4 | |
| Tile, Drain, O. R. of breakage | 3 | |
| Tile, Drain, in crates or hhds., O. R | 4 | E |
| Tile, Galvanized Iron, for Malt House floors | 2 | |
| Tile, Roofing, O. R | 4 | D |

| T | L. C. L. | C. L. |
|---|---|---|
| Tile, Sidewalk, Cement, boxed or crated, released | 4 | C |
| Tile, Sidewalk, Cement, O. R. | | |
| Tiles, Decorated Art, in boxes or barrels, O. R. | 1 | |
| Tile, Marble or Slate, for floors, boxed or crated, released | 4 | C |
| Tile, Marble or Slate, for floors, loose | | |
| Tiling, Floor or Facing, Encaustic or Plain, glazed or unglazed, in packages, O. R. of breakage | 4 | |
| Tiling, Glass, in packages, O. R. of breakage | 4 | |
| Tin Cracker Boxes, empty, released, O. R. | D 1 | |
| Tin Cracker Boxes, empty, bxed or in jackets, O. R. | 1 | |
| Tin Cracker Boxes, empty, min. weight, 15,000 lbs. | | 5 |
| Tin Cracker Boxes, empty, returned. See Carriers. | | |
| Tin Foil | 1 | |
| Tin, Japanned, or Enameled, N. O. S., in sheets, flat, boxed | 2 | |
| Tin Ointment Bxs, in boxs or brls. | 1 | |
| Tin, Pig, Bar or Slab | 2 | 4 |
| Tin Plate, in bxs, fully released against wet, rust and damage to tin or package | 4 | 5 |
| Tin roofing | 4 | 5 |
| Tin Scrap, in crates or casks | 4 | D |
| See also Junk. | | |
| Tin Sieves and Sifters. Same as Tinware. | | |
| Tin Tops and bottoms, nested in boxes or barrels | 3 | 4 |
| Tinware, loose | D 1 | |
| Tinware, in boxes or barrels | | 4 |
| Tinware, nested in boxes, barrels or crates | 2 | |
| Tinners' Trimmings, in boxes or barrels | 2 | |
| Tire Benders. See Iron. | | |
| Tire Shrinkers. See Iron. | | |
| Tobacco, N. O. S., in bales, brls., boxes or kegs, or in tight baskets with tight wooden covers securely fastened | 1 | |
| Tobacco, cut, in pails | D 1 | |
| Tobacco, cut, in pails, two or more strapped or racked | 1 | |
| Tobacco, Plug, in pkgs. weighing less than 60 lbs., each | 1 | |
| Tobacco, Plug, in pkgs. weighing 60 lbs. or more each | 3 | |
| Two or more butts may be strapped together with wooden straps, two or more caddies with IRON STRAPS, and if the weight of the entire package so formed equals 60 lbs., the 3d class rate will be charged. | | |
| Tobacco, unma'factured, in hhds. or cases | 4 | |
| Tobacco, unmanufactured, in bales | 2 | |
| Tobacco Stems | 4 | |
| Tobacco, Sheep Dip | 3 | A |
| Tobacco Re-sweaters, O. R. | D 1 | |
| Tobacco Re-sweaters, cast iron parts of, detached, and boxed or crated, O. R. | 1 | |
| Toboggans, O. R. | D 1 | |
| Tonics, N. O. S. | 1 | |
| Tools (mechanics), chests and contents | 1 | |
| Tools marked with card, NOT TAKEN. | | |
| Tools, N. O. S., boxed | 2 | |

| T | L. C. L. | C. L. |
|---|---|---|
| Toothpicks, wooden, boxed | 1 | 5 |
| Torpedoes, Railroad, bxed, r'l's'd. | 1 | |
| Tow, in bales, O. R. or fire | 2 | B |
| Toys, N. O. S., boxed, released | 1 | |
| Toy Alphabetical or Building Blocks, boxed, released | 1 | |
| Toy Drums, boxed, O. R. | D 1 | |
| Toy Torpedoes, in boxes or barrels, O. R. | 1 | |
| Toy Trumpets, boxed | 1½ | |
| Traps, Animal or Bird, packed flat, in bundles, O. R. | 1 | |
| Traps, Fly, boxed | 1½ | |
| Traps, Rat, in bundles, O. R. | 1 | |
| Traps, Rat, boxed | 2 | |
| Traps, for Sportsman's Flying Targets, in boxes or barrels | 2 | 4 |
| Traveling Bags, O. R. | D 1 | |
| Traveling Bags, boxed | 1 | |
| Trees, Christmas, prepaid | 1 | C |
| Trees and Shrubbery, O. R., charges prepaid or guaranteed, at company's option, boxed, when same can be loaded in box or stock cars | 3 | B |
| Trees and Shrubbery, O. R., charges prepaid or guaranteed, at company's option, boxed, when too large to be loaded in box or stock cars | 1 | |
| Trees and Shrubbery, O. R., charges prepaid or guaranteed, at company's option, in bales, completely wrapped, each weighing 100 lbs. or over. | 1 | |
| Trees and Shrubbery, O. R., charges prepaid or guaranteed, at company's option, in bales, each weighing less than 100 lbs | D 1 | B |
| But in no instance will the charges upon a shipment of bales, weighing less than 100 lbs. each, exceed charges on same at estimated weight of 100 lbs. each at 1st class rate. | | |
| Tree Protectors, iron or wood, set up, O. R. | 1 | |
| Tree Protectors, iron or wood, K. D. and nested | 3 | |
| Tree Pruners, in bundles | 1 | |
| Tricycles, Bicycles and Velocipedes N. O. S., bxd or crated, released | D 1 | |
| Tricycles, Bicyles and Velocipedes, not boxed or crated, NOT TAKEN. | | |
| Tripe | 4 | |
| Tripoli | 2 | |
| Trucks (hand), Express, Baggage or Warehouse | 1 | A |
| Trucks, Warehouse, K. D. flat, boxed or crated | 3 | |
| Trucks, House, strapped | 2 | A |
| Trucks, Logging | 2 | A |
| Trunk Boxes, in the white | D 1 | |
| Trunk Boxes, in the white, n'st'd. | 1 | |
| Trunk Slats, wooden, in bu'dles. | 3 | B |
| Trunk Tops, nested, in bundles or crates | 3 | |
| Trunks, empty, released | 1 | |
| Trunks, nested, wrapped with burlaps or paper | 1 | |
| Trunks, Toy, boxed | 1½ | |
| Trunks, filled with valises, wra'ped with burlaps or pap'r | 1 | |
| Trunks, filled with goods (except personal effects), boxed, strapped, released | 1 | |
| Tubs, wooden. See Woodenware. | | |
| Tubs and Sinks, N. O. S., Cement or Graniline, crated, O. R. | 3 | |



| T | L. C. L. | C. L. |
|---|---|---|
| Tubs, Bath, N. O. S. | D 1 | |
| Turnips, in sacks or bris, O. R. | 4 | C |
| Turnips, in bulk, O. R. | | |
| Turn Tables | 3 | 5 |
| Turpentine, in glass, cans or stone, in open boxes, kegs or jackets, O. R. | D 1 | |
| Turpentine, in glass, cans or stone, not packed, NOT TAKEN. | | |
| Turpentine, in cases or in cans (square or round), boxed, or in tin kegs, flat tops, inclosed in veneer jackets, O. R. | 1 | 5 |
| Turpentine, in barrels, O. R. of leakage | 2 | |
| Turpentine, in tank cars furnished by shipper | | |
| Turtles, packed in bris., O. R., released | 1 | |
| Tuyeres, Clay (boxed) or Iron | 3 | |
| Twine in bundles | 1 | |
| Twine, in brls., bales and boxes | 2 | 4 |
| Twine, Binding, for Harvesters | 4 | A |
| Type, boxed | 2 | |
| Type Cleaning Compound, bxd | 3 | |
| Type Writers, boxed, O. R. | D 1 | |
| Type Writer Covers, on Machines. Same as Type Writers. | | |
| Type Writer Covers, tin. Same as Tinware. | | |

U

| | | |
|---|---|---|
| UMBRELLAS, boxed | 1 | |
| Umbrella Sticks, Ribs and Stretchers, boxed | 2 | |

V

| | | |
|---|---|---|
| VARNISH, in wood, O. R. | 2 | |
| Varnish, in cans (round or square), boxed, or in tin kegs, flat tops, enclosed in veneer jackets, O. R. | 1 | |
| Varnish, in tin cans, jacketed, O. R. | 1½ | |
| Varnish, in brls., half-brls. or kegs, valuation not over $10.00 per brl.; and so stated on dray ticket or shipping receipt by shipper | 3 | 4 |
| Vaseline, in glass or cans, bxd | 1 | |
| Vault Lights | 4 | |
| Vats, Cream or Cheese, set up | D 1 | |
| Vats, Cream or Cheese, legs and detachable parts taken off, crated | 1 | D |
| Vegetable Ivory, Nuts, packed | 3 | |
| Vegetables, N. O. S., O. R., prepaid. (See also pickles) | 1 | |
| Same, straight or mixed, C. L. of Asparagus, Beets, Cabbage, Carrots, Cauliflower, Cucumbers, Egg Plant, Green Corn, Green Peas, Horse Radish, Lettuce, Melons, Onions, Oyster Plant, Parsnips, Potatoes, Pumpkins, Radishes, Spinage String Beans, Tomatoes or Turnips, O. R. | | C |
| Vegetables or Meats, dried or desiccated, in cans or boxes | 4 | 5 |
| VEHICLES: Buggies, Carriages, Sleighs and other light vehicles, also parts thereof, released and at owner's risk of chafing, fire, weather and breakage, min. weight 12,000 pounds | 3 | |

| V | L. C. L. | C. L. |
|---|---|---|
| Vehicles—Continued. | | |
| NOTE.—The charges on any shipment of Vehicles, above enumerated, should not exceed what would accrue by the application of Class A rates based on min. weight of 20,000 lbs. | | |
| Vehicles, N. O. S., also parts thereof, released and at owner's risk of chafing, fire, weather and breakage | | A |
| Vehicles, light and heavy, and parts thereof | | A |
| Vehicles, set up or knocked down, and parts thereof released, and at owner's risk of chafing, fire, weather or breakage, in less than car loads, as follows: | | |
| Ambulance, Cab, Cabriolet, Gladstone, Gurney, Hansom, Heroic, Kensington, Phaeton (extension top and park), Surrey, T Cart, Victoria and Two-Seated Carriages, N. O. S., set up, 4,000 lbs. each | 1 | |
| Barouche, Brougham, Coupe, Coach, Hearse, Landau, Landaulet, Omnibus, Rockaway, Stage Coach, Wagonette and Three-seated Carriages, N. O. S., set up, 5,000 lbs. each | 1 | |
| Coupelettes. Same as Coupes. | | |
| Ambulances and Hearses, K. D., boxed or crated, loaded in box car | | 1½ |
| Carriages or Buggies, boxed, closely racked or crated, K. D., loaded in box car | 1 | |
| Buggies, single and jump seat, with top, set up, 3,000 lbs. each | 1 | |
| Buggies, single and jump seat, with top taken apart (wheels and shafts or pole detached), and loaded in box car, 2,000 lbs. each | 1 | |
| Buggies, single and jump seat, without top, set up, 2,000 lbs each | 1 | |
| Buggies, single and jump seat, without top, taken apart (wheels and shafts or pole detached), and loaded in box car, 1,500 lbs each | 1 | |
| Buckboards, K. D., boxed or crated, loaded in box car | | 1½ |
| Buck Boards, S. U., or taken apart and loaded in box cars. Same as Buggies. | | |
| Carriage, Hose (four wheel), loaded in box car, 3,000 lbs. each | 1 | |
| Carts, Hose (Horse), loaded in box car, 2,000 lbs. each | 1 | |
| Carts, Hose, Hand, actual wt. | D 1 | |
| Carts, Hose, K. D., boxed or crated, loaded in box car | | 1½ |
| Carts, Dump, Hand or Mining, set up | | 1½ |
| Carts, Dump, Hand or Mining, K. D | 1 | |
| Carts, Road, Speeding or Training, set up, 750 lbs each | 1 | |
| Carts, Village or Phaeton, set up, 1,500 lbs. each | 1 | |
| Carts, Road, wrapped in paper, boxed or crated, K. D. loaded in box car | 1 | |

| V | L. C. L. | C. L. |
|---|---|---|
| Vehicles—Continued. | | |
| Drays, set up | | 1½ |
| Drays, K. D. | | 1 |
| Four Wheel Skeleton Racing Wagons. Same as Sulkies. | | |
| Sleds, Bob, set up | | D 1 |
| Sleds, bob, tongue and reach taken out | | 1 |
| Sleds, Bob, K. D., in pieces, tied in bundles | | 2 |
| Sleighs, set up | | 3 t 1 |
| Sleighs, set up (see Rule 17), boxed or crated | | 2½ t 1 |
| Sleighs, K. D., loaded in box car | | 2½ t 1 |
| Sleighs, K. D., bxd. or crated. | | D 1 |
| Sleigh Bodies | | 3 t 1 |
| Sulkies, 500 lbs. each | | 1 |
| Sulkies, K. D., and boxed | | D 1 |
| Wagons, Express, Peddler or Sewing Machine, set up, 3,000 lbs. each | | 1 |
| Wagons, Express, Peddler or Sewing Machine, taken apart, loaded in box car, 1,500 lbs. each | | 1 |
| Wagons, Express, Peddler or Sewing Machine, boxed or crated, loaded in box car, actual weight | | 1½ |
| Wagons, Ice, Oil Tank, Sprinkling, Platform Spring Truck and two-horse Express, Peddler or Transfer, taken apart and loaded in box car, minimum weight, 2,000 lbs. (see Rule 17) | | 1 |
| Wagons, Hose, Ice, Oil Tank, Sprinkling, Platform Spring Truck and two-horse Express, Peddler or Transfer, 4,000 lbs. each | | 1 |
| Wagons, Democrat Spring, set up, 2,500 lbs. each | | 1 |
| Wagons, Democrat Spring, taken apart, loaded in box car, 1,500 lbs. each | | 1 |
| Wagons, Democrat Spring, boxed or crated, sufficiently K. D. to be loaded in box car, actual weight | | 1 |
| Wagons, Common or Farm, set up, 2,500 lbs. each | | 1 |
| Wagons, Common or Farm, K. D., in pieces, loaded in box car, actual weight | | 1 |
| Wagons, Fire (used by street pavers), taken apart (wheels and shafts or pole detached) and loaded in box car | | 1 |
| Vehicles, parts of, as follows: | | |
| Buggy, Carriage and Cart Bodies, Bottoms and Seats, finished or unfinished, with or without springs and axles, boxed or crated | | 1½ |
| Buggy, Carriage or Wagon Tops, set up, boxed or crated | | 3 t 1 |
| Buggy, Carriage or Wagon Tops, folded, ti'd or wrap'd. | | D 1 |
| Buggy, Carriage or Wagon Tops, flat, boxed or crated | | 1½ |
| Buggy, Cart or Carriage Poles or Shafts | | 1½ |
| Buggy or Carriage Steps, iron, in bundles or boxes | | 1 |
| Cushions, Buggy, Carriage or Wagon, in bundles or bales, O. R. | | 1 |
| Dashboards, Leather, boxed, O. R. | | 3 |

| V | L. C. L. | C. L. |
|---|---|---|
| Vehicles—Continued. | | |
| Equalizers, for trucks, wagons and agricultural imple'ts, in the white, ironed | | 3 |
| Equalizers, for trucks, wagons and agricultural imple'ts, finished | | 2 |
| Jacks, Hand, Wagon, loose | | 1 |
| Jacks, Hand, Wagon, boxed or crated | | 2 |
| Locks, iron, for wagon brakes, boxed or crated | | 3 |
| Rods, iron, for wagon gates, in boxes, barrels or casks | | 4 |
| Running Gear, buggy, cart or carriage (including wheels N. O. S.), K. D., in crates, boxes or bundles | | 1½ |
| Sled Runners, wooden or iron, in bundles | | 3 |
| Sleigh Bodies, boxed or crated | | D 1 |
| Sleigh Bodies, nested, boxed or crated | | 1½ |
| Sleigh Runners, wooden or iron, in bundles | | 2 |
| Spokes, wagon, finished | | 2 |
| Spokes, buggy, carriage or cart, finished | | 1 |
| Wagon Beds, set up | | D 1 |
| Wagon Beds, K. D., in bundles. | | 1 |
| Wagon Seats, wood, crated or boxed | | 1 |
| Wagon Tongue Supports | | 2 |
| Wagons, finished parts of, N. O. S. | | 1 |
| Wheels, wagon, N. O. S. | | 1 |
| Wheels, carriage, cart, spring wagon or buggy | | 1½ |
| Whiffletrees, Neck Yokes, Singletrees and Doubletrees, for buggies, carts or carriages, finished | | 1 |
| Whiffletrees, Neck Yokes, Singletrees and Doubletrees, for buggies, carts or carriages, in the white, ironed | | 2 |
| Whiffletrees, Neck Yokes, Singletrees and Doubletrees, for trucks, wagons or agricultural implements, finished | | 2 |
| Whiffletrees, Neck Yokes, Singletrees and Doubletrees, for trucks, wagons or agricultural implements, in the white, ironed | | 3 |
| VEHICLES, CHILDREN'S, at owner's risk of chafing or breakage, as follows: | | |
| Carriages, baby or children's, set up, wrapped | | 3t 1 |
| Carriages, baby or children's, set up, boxed or crated | | D 1 |
| Carriages, baby or children's, K. D., flat, one carriage in each box or crate | | 1½ |
| Carriages, baby or children's, K. D., flat, two or more packed together in box or crate | | 1 |
| Carriages, baby or children's, parts of, N. O. S., packed in boxes or crates | | 1½ |
| Sleds and Sleighs, children's, set up | | D 1 |
| Sleds and Sleighs, children's, K. D., flat, boxed or crated | | 1 |
| Velocipedes, children's, iron, boxed | | 1 |
| Wagons, Carts and Wheelbarrows, children's, set up | | D 1 |



| V | L. C. L. | C. L. |
|---|---|---|
| Vehicles—Continued. | | |
| Wagons, Carts and Wheelbarrows, children's boxed or crated | | 1½ |
| Wagons, Carts and Wheelbarrows, children's, K. D., in bundles | | 1 |
| Wagons, Carts and Wheelbarrows, children's, K. D., flat, boxed or crated | | 2 |
| Wheels, iron, for children's vehicles. Same as Iron Wheels, N. O. S. | | |
| Carriages, Carts, Sleds, Sleighs, Wagons and Wheelbarrows, children's, minimum wt. 10,000 lbs. | | 3 |
| Velocipedes, N. O. S., Bicycles and Tricycles, boxed or crated, released | | D 1 |
| Velocipedes, Bicycles and Tricycles, not boxed or crated. NOT TAKEN. | | |
| Veloz, Railroad, K. D. | | 1 |
| Veneering, Basswood, Birch and Elm, unfinished, in bundles, boxes or crates, O. R. | 3 | C |
| Veneering, N. O. S., not boxed, O. R. | | D 1 |
| Veneering, N. O. S., boxed | | 2 |
| Venison, O. R., prepaid, subject to State law | 1 | 3 |
| Ventilators, window, boxed | | 1 |
| Vermicelli, boxed | | 1 |
| Vinegar, in wood, O. R. | | 5 |
| Vinegar, in bottles, packed, O. R. | | 1 |
| Vises. See Iron. | | |
| Vitriol, blue | 4 | 5 |
| Vulcanized fiber | | 3 |

| W | L. C. L. | C. L. |
|---|---|---|
| WADDING, in boxes or bales, O. R. | | 1 |
| Wagons, children's. See Vehicles, children's. | | |
| Wagons, not children's. See Vehicles. | | |
| Wagon, Carriage and Sleigh Wood, unfinished, bent | | 2 |
| Wagon, Carriage and Sleigh Wood, unfinished, sawed or turned | | 4 |
| Wagon Skeins and Boxes. See Iron. | | |
| WAGON, CARRIAGE AND PLOW MATERIAL: | | |
| Axles (iron or wood), Bows, Brakes, Doubletrees, Felloes, Gearing, Hubs, Neck Yokes, Plow Beams and Handles, Shafts, Spokes, Singletrees, Springs, Thimble Skeins, Tongues, Wagon and Plow Malleable Castings, Wheels and Wagon Wood, rough or in shape | | A |
| Warps and Beams | | 1 |
| Warp Beams, returned | 3 | B |
| Washbenches, K. D. or folded | | 2 |
| Washboards. See Woodenware. | | |
| Washing Machines, Hand, not not boxed or crated, O. R. | | D 1 |
| Washing Machines, Hand, boxed or crated, O. R. | | 1 |
| Washing Machines, Hand, minimum weight 10,000 pounds | | 3 |
| Waste, in bags, O. R. | 1 | 4 |
| Waste, in bales, O. R. | 3 | 4 |

| W | L. C. L. | C. L. |
|---|---|---|
| Water-Closets, boxed or racked, released | | 1 |
| Water-Closet Tanks, Copper Lined, boxed | | 2 |
| Water-Closet Tanks, Iron, O. R. | 2 | 4 |
| Water-Closet Tanks, Iron, nested, O. R. | | 3 |
| Water-Coolers, boxed, O. R. | | 1 |
| Watering Troughs, wooden | | 2 |
| Water, Mineral Spring. See Mineral Spring Water. | | |
| Wax Figures, Images and Museum Outfit, N. O. S. (exclusive of human beings, and at the option of any of the railway companies to refuse to transport same under any circumstances), completely boxed, released and prepaid | 3 t 1 | 1 |
| When carloads contain Live Stock one man in charge will be passed free. No return pass. | | |
| Wax, Bees | | 1 |
| Wax, Paraffine, in barrels or boxes | | 2 |
| Wax, N. O. S. | | 1 |
| Weather Strips, in bundles | | 1 |
| Welding Compound, in boxes or barrels | | 3 |
| Well Augers, in frame or S. U. | | 1½ |
| Well Augers, K. D. in pieces | | 1 |
| Well Augers, completely K. D. and boxed | | 2 |
| Well Borer's Outfit (second hand) | | 1 |
| Whalebone | | 1 |
| Wheat, Cracked or Rolled, in paper sacks, O. R. | | 2 |
| Wheat, Cracked or Rolled, in bbls., brls., kegs or cotton s'ks. | | 3 |
| Wheels, N. O. S., in crates or bundles | | D 1 |
| Wheels, N. O. S., for Agricultural Implements | | 3 |
| Wheels, Iron, N. O. S. | | 3 |
| Wheelbarrows | | 1 |
| Wheelbarrows, K. D. flat and compact (trays or seats to be removed from frames and nested together in bundles, frames to be tied or fastened together in bundles, legs detached or laid down flat, wheels to be also detached and tied together or packed); or, wheels removed and packed flat in trays, legs and braces packed in trays or laid down flat | | 2 |
| Whips, Whip Handles and Whip Stocks, N. O. S., in bundles, O. R. | | 1½ |
| Whips, Whip Handles and Whip Stocks, N. O. S., boxed | | 1 |
| Whip Stocks, Wooden, in bdls. | | 1 |
| Whip Stocks, Wooden, in boxes or crates | | 2 |
| Whiting | 4 | C |
| Whiting and Earth Paint, Dry | | C |
| Wicking | | 1 |
| Willow Cuttings, in boxes or in bales | | 2 |
| Willow Ware, boxed | | D 1 |
| Willow Ware, not boxed | | 3 t 1 |
| Windlasses | | 1 |
| Wind Mills, in pieces, O. R. | | A |
| Wind Mill Tanks, in pieces, O. R. | 3 | B |
| Wind Mills and Iron Pumps | | A |
| Wind Mill Towers | 3 | B |

| W | L. C. L. | C. L. |
|---|---|---|
| Wind Mills, Wind Mill Pumps, Wind Mill Tanks and Towers, and Agricultural Implements | | A |
| Window Shade Cloth, boxed | 1 | |
| Window Shades and Fixtures, boxed | 1 | |
| Window Shade or Curtain Rollers or slats, without fixtures, in boxes, crates or bundles | 2 | 5 |
| Window Shade or Curtain Rollers or slats, with fixtures, boxed | 2 | 4 |
| Window Shade or Curtain Fixtures, boxed, released | 1 | |
| Wine, in baskets (original packages), corks secured by wire, O. R. | 1 | |
| Wine, N. O. S., and Whiskey, in baskets, O. R. | D 1 | |
| Wine and Whiskey, in demijohns, packed | D 1 | |
| Wine and Whiskey, in demijohns, boxed | 1 | |
| Wine and Whiskey, in glass, cans or jugs, not packed, NOT TAKEN. | | |
| Wine and Whiskey, in glass, cans or jugs, packed in open boxes, kegs or baskets, O. R. | D 1 | |
| Wine and Whiskey, in glass, cans or jugs, completely enclosed in boxes, kegs or jackets, O. R., released | 1 | |
| Wine and Whiskey, in square or round cans, completely box'd, O. R., released | 1 | |
| Wine and Whiskey, in wood, O. R. leakage | 1 | |
| Wine and Whiskey, in wood, $20.00 per barrel valuation, and so receipted for, O. R. of leakage | 2 | 3 |
| (When shipped in half barrels or kegs, valuation to be on basis of $20.00 per barrel). | | |
| Wire barbs, in kegs or boxes | 4 | 5 |
| Wire baskets, Farmers', common, nested | 1 | |
| Wire, Binding, for Harvesters, on spools, boxed | 4 | A |
| Wire, Brass or Copper | 3 | 4 |
| Wire Cable | 4 | 5 |
| Wire, Cable, Telegraph | 4 | 5 |
| Wire Cloth, released | 2 | 4 |
| Wire or Steel Door Mats, crated | 2 | 4 |
| Wire Fence Stays, in bundles | 4 | 5 |
| Wire, Fence, Barbed and Telegraph | 4 | C |
| Iron Fence Posts, Wire Fence Stays, Staples in kegs, and Barbed Wire stretchers, in boxes or barrels, may be shipped with fence wire at 5th class rate. | | |
| Wire Fence or Combination Wire and Wood Fence, in rolls, and Gates, in bundles | 3 | B |
| Wire Fence or Wire Work for interior finish | D 1 | |
| Wire Fence Staples, in boxes, kegs or barrels | 4 | |
| Wire Goods, N. O. S., O. R. | D 1 | |
| Wire Goods, N. O. S., flat or nested, boxed | 1 | |
| Wire Lath, released | 2 | 4 |
| Wire Lath and Fastenings | | 4 |
| Wire Netting (not wire cloth) in rolls | 3 | |

| W | L. C. L. | C. L. |
|---|---|---|
| Wire, N. O. S. | 2 | |
| Wire Reels, K. D. | 3 | C |
| Wire Rope, N. O. S. | 4 | |
| Wire Signs, O. R. | D 1 | |
| Wire, Steel or Iron, plain, copper'd or galvanized, in bundles, rolls, boxes, barrels or casks | 4 | 5 |
| Wire Table Furniture, boxed, released | 1½ | |
| Wire Work, N. O. S. | D 1 | |
| Wire, woven for mattresses, in rolls, boxed | 3 | |
| Wire, woven for mattresses | 3 | |
| Witch Hazel, in glass, packed in barrels or boxes, O. R. | 1 | |
| Witch Hazel, in bulk, in barrels, O. R. | 2 | |
| Wood Ashes | | E |
| Wood Bolts for Staves, Shingles or Excelsior | 4 | E |
| Wood (Fuel). Soft coal (lump) rates. | | |
| Wood, Petrified | 3 | 5 |
| Wood Pulp | 3 | C |
| Wood Pulp Board | 4 | B |
| Wood Pulp Board and Straw Board | | B |
| Wood for Pulp | | E |
| Wood Roofing | 4 | 5 |
| Wooden Fence. See Fence, wooden. | | |
| Wooden Mats and Flooring | 3 | B |
| Wooden and Fibre Ware, consisting of the following articles: Wooden Ball Boxes, Barrel Covers, Barrels (paper), Bowls, Buckets, Bungs, Butter Box's, (plain or parraffined), Butter Ladles, Butter Molds, Butter Trays, Butter Tubs† (plain or lined), Cheese Boxes, Churns, (hand), Clothes Horses, Cloth's Pins, Clothes Racks, Firkins, Fish Kits, Kegs, Measures, Pails (wooden or papers), N. O. S., Potato Mashers, Rolling Pins, Tea Caddies (wood), Trays, N. O. S., Tubs, Washboards | 1 | 4 Min. Weight 10,000 lbs. |
| Same, in boxes, barrels or crates | 2 | |
| Butter Tubs and Covers, nested, in bundles, securely fastened with wood strips | 2 | |
| Washboards, in bundles, securely cleated | 2 | |
| Pails (Wooden, Paper or Fibre Ware), wrapped with strawboard and encased in paper sacks | 2 | |
| NOTE.—Baskets, Ladders (Step and Extension, N. O. S., and Handles (Axe and Mop), may be included with the above articles of woodenware in car loads. See Rule 8. | | |
| WOODENWARE. | | |
| The following articles: Lap Boards, Lemon Squeez'rs, Rope Reels, Shot Cases, Sieve Rims, Skewers, Snow Shovels, Towel Racks, Wooden Faucets, Wooden Scoops, Wooden Spoons, any quantity | 1 | |
| Same in boxes, brls. or crates, any quantity | 2 | |
| Woodenware, N. O. S. | 1 | |



| W | L. C. L. | C. L. |
|---|---|---|
| Woodenware, N. O. S., in boxes, barrels or crates | 2 | |
| Woods of value, viz: Mahogany, Rosewood, Lignumvitæ, and other valuable for'gn woods | 2 | 3 |
| Woods, Turned, N. O. S., in bags | 2 | |
| Woods, Turned, N. O. S., in bundles | 3 | A |
| Woods, Turned, N. O. S., boxed | 4 | |
| Wool, in sacks | 2 | |
| Wool, compressed in bales | 3 | |
| The rating (4d class) provided for Wool, compressed in bales, should be understood as applying upon solid, compact and heavy packages or single bales bound with rope, or with iron or wire hoops or bands. Several sacks containing wool, strapped together, should take second class rates, as wool in sack. | | |
| Work Benches, set up | 1½ | |
| Work Benches, Carpenters', Machinists' or Cabinet Makers', K. D., boxed | 3 | |
| Wrenches, Monkey or Screw, boxed | 2 | |
| Wrenches, Cast Iron, boxed | 4 | |
| Wringers, Clothes, Hand | D 1 | |
| Wringers, Clothes, Hand, boxed or crated | 2 | 4 |

Y

| W | L. C. L. | C. L. |
|---|---|---|
| YACHTS, Steam, O. R. | | A |
| Yarn | 1 | |
| Yeast Cakes, Powders or Crumbs | 3 | 4 |
| Yeast, Liquid | 1 | |

Z

| W | L. C. L. | C. L. |
|---|---|---|
| ZINC, Dross | 4 | D |
| Zinc, Local Battery, in boxes or barrels | 3 | |
| Zinc, Ore | | E |
| Zinc, Oxide of | 4 | 5 |
| Zinc, Pigs or Slabs | 4 | 5 |
| Zinc, Sheet, in casks | 4 | |
| Zinc, Scrap, in bales | 4 | |
| Zinc, Sheet or Roll, not packed | 1 | |
| Zinc, Sulphate of | 3 | |

NOTE.—Insert after the words "Alcohol, wine, beer, and other intoxicating liquors," wherever found in this classification, the words "For lawful purposes."

The following ruling refers to the classification on barrels, empty, returned, on page 12: "The ruling covers all barrels that have been used and are being transported for the purpose of being filled and reshipped."

"The questions, whether they are being handled by the original carrier, whether they are the identical barrels sent out by the consignor, or whether they are being returned to the particular point from which distributed, are immaterial."

All previous modifications and changes in the original classifications made by the Commissioners, and all rulings and constructions with reference thereto, remain in full force, except so far as they are above modified.

PETER A. DEY,
SPENCER SMITH,
F. T. CAMPBELL,
*Commissioners.*

W. W. AINSWORTH, *Secretary*

# ADJUSTMENT OF COMPLAINTS.

# ADJUSTMENT OF COMPLAINTS.

THOMAS MCDONALD, BAYARD, IOWA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

*Asking for an over-crossing for private use on his farm.*

Filed December 9, 1887.

DECISION OF COMMISSIONERS.

On December 9, 1887, Thomas McDonald, of Bayard, made the following complaint to the Board: The Chicago, Milwaukee & St. Paul Railway was built through his farm in the year 1882, and so located that it leaves north of the road about thirteen acres of land on which his house, barns, sheds and stock water are located, while the balance of his farm of 160 acres is south of the track, and these buildings and improvements were completed and occupied before the construction of the road. That his only connection with the public highway, where he has a right to travel over his own land, is by crossing the railroad; this includes going to and from his work; the passage of his stock from his barns and sheds to pasture, the road his children take to public school, the road to town, postoffice, church, etc. The railway company has constructed an open crossing at grade, which is complete, and maintained in good shape, but on his land, east of this crossing, and in front of his house, is a deep cut which prevents him from seeing any train coming from the east until very near the track, and that the crossing of the track is always attended with danger. To relieve him from this, he asks the Commissioners to direct the railroad company to build a bridge over the track at the cut in front of his house, in place of the crossing now in use. Mr. McDonald presents an affidavit, in which he states that an over-crossing was one of the agreements for the right of way. There is, however, no claim that it was in the deed. He also produces the affidavits of several persons who support his statement that he had always claimed this over-crossing, and was not satisfied with the open grade crossing.

The answer to the complaint is made by Mr. Cary, the General Counsel of the railway, and is, in general terms, a denial, so far as the company is concerned, of any contract or agreement to build an overhead bridge. His position is probably well taken, as the conveyance is not claimed to have in it any stipulation of this kind.

If Mr. McDonald is entitled to an over-crossing it must be from the circumstance that a grade crossing at this point is not adequate, or is peculiarly dangerous, and involves extraordinary risks. This, in our opinion, cannot be questioned.

Section 1268 of the Code reads as follows: "When any person owns land on both sides of the railway, the corporation owning the same shall, when requested so to do, make and keep in good repair one causeway or other adequate means of crossing the same at such reasonable place as may be designated by the owner."

We have examined the reports of the Supreme Court of Iowa to ascertain, if possible, the judicial construction of "an adequate means and reasonable place." We fail to find anywhere that an over-crossing has been required to meet the provisions of the statute, yet we cannot resist the conclusion that an adequate means of crossing implies that safety to the persons using, as well as convenience, must be considered.

The case of Gray vs. the Burlington & Missouri Railroad, 37 Iowa, 119, while requiring the railroad company simply to construct an open crossing, lays down some general principles that may apply to this case. The court says: "What kind of a crossing do the circumstances require?"

"The law must be construed as to protect the citizen and guard him against needless burdens and encroachments."

"He has a right to as free and unobstructed egress as the circumstances of the case reasonably admit, and whilst the railroad company has a right to intervene between him and the highway, it has not the right unnecessarily to subject him to the inconveniences and burdens which can be guarded against by the exercise of reasonable care, and at a reasonable outlay."

We regard the danger at this crossing as extreme, and a burden from which the complainant can never be relieved, except by an over-crossing. The conditions are such that a bridge may be built at a reasonable outlay, at the cut in front of the house, and the element of danger practically eliminated.

As an equitable solution of this case we would advise that Mr. McDonald surrender the open crossing, grade and maintain the roadway to the bridge, which will be largely on his own land, and that the company erect and keep in repair a bridge over this cut.

*Des Moines, Iowa, February 14, 1889.*



COUNCIL BLUFFS BOARD OF TRADE ET AL.
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, CHICAGO & NORTHWESTERN RAILWAY COMPANY AND OTHER RAILROADS ENTERING COUNCIL BLUFFS.

*Inefficient and unjust inspector service.*

Filed February 15, 1888.

February 15, 1888, the board of trade, merchants' and jobbers' committee and citizens of Council Bluffs, complained against the various railways running into that city for injustice practiced against them in opening and inspecting shipments of goods into and out of that city, by incompetent inspectors, employed for that purpose. The complaint sets forth that "said inspectors are hired at a low salary, and as a rule, are incompetent, and in consequence many of their decisions are erroneous, and work great injustice to the shippers at this point; said inspectors are vested with authority to open boxes and packages, change the classification, and make rates thereon, irrespective of through bills of lading or agreed rates, and from their decisions there is no appeal."

Replying to the charges, the officials of the various roads interested denied that their inspectors were low-priced, incompetent men; that their services were absolutely necessary to prevent fraud in classifying and billing shipments, etc. Mr. W. H. Merrill, general manager of the Kansas City, St. Joe & Council Bluffs road, replying to the complaint, says: "It had become quite a common thing for shippers to deliver and mark their freight entirely different from the real contents of the packages, for the purpose of having them take a lower rate of freight than their proper classification would call for. The evil became such a general growing one, that the railroads, in self-defense, were compelled to adopt a system of inspection, so that the proper classification might be determined, and charged for. The duty of the inspectors is simply to examine carload freight and packages, whenever they have any suspicion that the character of the freight is wrongfully represented. * * * This practice does not injure the contents of the inspected packages, and as yet no claim has been presented for damages against this road for either damage or delay on account of inspection, or that the classification has been wrongfully raised. We stand ready to investigate any claims that may be made, and if it is found that the inspector is at fault, we will pay just and legal claims."

August 8, 1888, the secretary of the Council Bluffs board of trade, replying to a letter of inquiry from the Commissioners, as to delay in prosecuting the complaint, replied, stating that the case was still in the hands of the merchants' and jobbers' committee of the board, and requesting that the case be not closed at that time.

January 15, 1889, in reply to a further inquiry of the secretary of the Railroad Commissioners, the complainant replied: "The case to which you refer may be dismissed without prejudice. This Board may wish to revive it." Case closed as requested.

*Des Moines, Iowa, January 17, 1889.*

PATRICK LYNCH, NEW HAMPTON, IOWA,
vs.
CHICAGO, ST. PAUL & KANSAS CITY RAILWAY COMPANY.
*Failure to provide passable crossing under railway.*

Filed March 13, 1888.

DECISION OF THE COMMISSIONERS.

August 31, 1888, the Commsssioners rendered a decision in the above case, requiring defendant company to construct an under-track crossing "in the ravine at station 3192, so as to be passable," and in accordance with the clause of the deed from complainant to defendant, covering right of way, for which said crossing was a part of the consideration.

The respondent company in partial compliance with this decision has constructed a crossing at said point, and notified the board to that effect. Complainant refuses to accept the same as a good and sufficient crossing, says it is impassable for stock and unfit for use, and requesting the Commissioners to view the same.

May 8, 1889, the Commissioners made a personal examination of the crossing in controversy, in company with Mr. Lynch, M. H. Fernstrum, civil engineer, and others, and after thoroughly looking over the ground found that the crossing which has been constructed is in a slough, at a swampy place, where no drainage has been secured; that between the piling on the south side, it is only 5½ feet high; is paved with large, rough stone, and is not a fit or proper crossing; the section between the piling on the north side of the crossing is some 7 feet deep, but was covered with water to the depth of eighteen inches or two feet, and while filled in with cinders, was impassable. The approaches to the crossing on either side are mucky and almost impassable for either man or beast.

The difficulty of drainage at this point is recognized by the Commission, but the fact that the company in accepting the right of way, bound themselves as follows, "the grantors to have a crossing under the track in the ravine, at station 3192, *so as to be passable*," makes it incumbent on respondent company to provide drainage sufficient to enable it to construct and maintain a suitable crossing and approaches at said point, which it is legally bound to do.

Re-affirming its decision of August 31, 1888, this Board is of the opinion that the present crossing in controversy is not a good and sufficient one, and does not fill the requirements of the contract for right of way; that respondent company, by the clause in the deed is required to make a crossing that will afford Mr. Lynch facilities for crossing from one part of this farm to the other, equal to those he enjoyed prior to the building of the railroad; that said crossing be not less than six feet, six inches high; drained, stoned and gravelled or cindered, sufficiently to be passable for stock at all seasons when needed; and that good and sufficient approaches thereto be constructed, and covered with like material and made passable at all times. By a deflection to the north on the right of way on either side, better ground for the approaches can be secured with little expense.

*Des Moines, Iowa, June 5, 1889.*



CITIZENS OF WALNUT, IOWA,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
*Crossing.*

Filed April 17, 1888.

DECISION OF COMMISSIONERS.

On the 30th day of September, 1887, the Commissioners in case No. 82, passed upon the question of an overhead crossing at Walnut and the case was closed.

On April 17, 1888, J. B. Johannsen and A. K. Kincade, committee, wrote the Commissioners with reference to the proposed viaduct at that place. To this letter Superintendent Givin replied that the company did not consider a viaduct absolutely necessary; that the company proposed to legalize the grade crossing two blocks east of the depot; that the company had made a proposition at one time that if the county would pay one-half and the town of Walnut one-fourth of a $6,000 viaduct, that the company would pay one-fourth. On May 7, the committee writes that the grade crossing is dangerous and that the proposition for a $6,000 viaduct was made by Mr. Preston, who qualified his offer by the statement that he had no official authority to make it. On May 18, Mr. Givin writes that as the benefits to accrue from the viaduct would insure to the residents of the county of Pottawattamie, as well as those of Walnut, and to the company, these benefits should all have equitable consideration.

On August 8 and 25 and September 11, following, the attention of complainants was called to this case but elicited no reply. On June 22, 1889, the attention of the mayor of Walnut was called to this case with a request to answer. No reply having been received the case is closed without prejudice.

*Des Moines, Iowa, Sept. 19, 1889.*

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I. V. DENNIS, CORAVILLE, IOWA,
vs.
CHICAGO ROCK ISLAND & PACIFIC RAILWAY COMPANY.
*Failure to maintain under-crossing.*

Filed August 2, 1888.

August 2, 1888, I. V. Dennis, of Coralville, Iowa, filed complaint against the above road for failure to maintain under-track crossing, established in 1860, as part compensation for right of way: that said crossing was maintained by the railroad company until about the year 1886, when in renewing the crossing, it was lowered, bolts were driven through several inches below the timbers, dirt filled in and the height of the crossing reduced so that stock when passing through have been frequently and seriously damaged, and the right of way almost destroyed.

The attention of the company being called to the same, Mr. E. St. John, under date of Sept. 17th, "denies that the under-track opened was ever recognized as an established crossing, but was taken advantage of and used by the complainant without consent of company, that the statement of complainant as to lowering of bridge and closing up of crossing are not borne out by the facts, that suit having been brought for damage to stock, defendant would maintain its rights to the best of its ability."

After a lengthy correspondence, at the request of the Board, the matter was referred to Mr. J. H. Preston, roadmaster, for investigation, and a satisfactory settlement was reached November 24th, by which "the company agrees to maintain a stock pass under the road at points aforesaid, not less than six feet in height, and a private grade crossing with gates and without cattle guards; this agreement to bind the land for all time. If the cattle pass gets filled up so there is less than six feet headway, complainant is to notify the company at least ten (10) days before there shall be any liability. All claims for other crossings abandoned."

December 13, Mr. Dennis writes the board that a satisfactory settlement has been arrived at in the above case, and the case is therefore closed.

*Des Moines, Iowa, January 9, 1889.*

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PASCOE BROS., WHAT CHEER, IOWA.
vs.
CHICAGO & NORTHWESTERN RAILWAY COMPANY.
} *Petition to enforce contract.*

Filed in person.

DECISION OF COMMISSIONERS.

The complaint of Pascoe Bros., of What Cheer, was made by a personal statement to the Board. The interests of Pascoe Bros., and the Keystone Coal Company are derived from Benjamin Casey and wife. In Casey's deed of right of way to the railway company, of which the Chicago & Northwestern is the successor, there was a clause that made it obligatory on the railway company, its successors and assigns, to tie, iron and operate a side track to such coal works as Casey and wife, or their heirs or assigns, may designate on their land in section 9, township 76, range 13 west, provided said Casey and wife should construct and grade therefor on suitable grounds. It seems evident that it is the duty of the railroad company to carry out the obligations assumed in obtaining the deed from Casey to the parties entitled to it, as the assigns and successors. The contract is a private right and the determination of the parties to whom this obligation is due is not a matter in which the public have any direct interest and the Commissioners are of the opinion that the enforcement of the contract should be by the courts. The public rights of the parties have been defined in a letter to the Keystone Coal Company, dated November 21, 1888, a copy of which is here appended:



STATE OF IOWA,
BOARD OF RAILROAD COMMISSIONERS,
DES MOINES, November 21, 1888.

KEYSTONE COAL COMPANY, *What Cheer, Iowa:*

GENTLEMEN—Replying to your favor of the 16th inst., it may be said that section 1292 of the Code provides that "any railway corporation operating a railroad in this State shall, on request, permit the railway operated by any other company to be connected therewith, and shall draw over its railway the cars of such connecting railway at reasonable terms, and for a compensation not exceeding its ordinary rates."

This would entitle you to a connection if you constructed a track from your mine to the track of the railroad company.

Section 1 of chapter 34, Fifteenth General Assembly, gives the right to mine-owners to establish a public way over the land of another to any railway or highway. Section 4 following, provides that "any owner, lessee, or possessor of lands having coal, stone, lead or other mineral thereon, who has paid the damages assessed for highways established under this act, may construct, use and maintain a railway on such way, for the purpose of reaching and operating any quarry or mine on such land and of transporting the products thereof to market, etc."

These three sections place you where you can get a connection. The question remaining is whether the railroad company can be forced to furnish you with cars for loading on your track. This is a matter that you may be able to fix in advance by contract. This Commission has previously held that a railroad company cannot properly be required to furnish cars to go off its own line.

If you can compel the company under your contract to construct the switch to your mine, the switch then becomes a part of the line and must be operated as such.

By order of the Board.
W. W. AINSWORTH,
*Secretary.*

DES MOINES, IOWA, January 9, 1889.

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CITIZENS OF THORNTON, IOWA,
vs.
MASON CITY & FT. DODGE RAILROAD COMPANY.
} *Depot.*

Filed August 18, 1888.

DECISION OF COMMISSIONERS.

J. Knapp, and forty other citizens of Franklin and Cerro Gordo counties, petitioned the Commissioners for a depot building at Thornton, setting out that there is already a large business done at the side-track now at that point, which is increasing, and would continue to increase rapidly if a depot building was provided. In the fall of 1887 a side-track and platform was put in, and the company agreed that when the business would warrant it, a depot and all conveniences would be provided. The complainant, Mr. Knapp, graded the side-track and contributed $500 towards putting in the siding and platform. The Commissioners visited the premises and found that private parties had constructed an elevator, stock-yards, warehouse, hotel, etc., and a general appearance of thrift and enterprise prevailing; that the country adjacent to this point was being rapidly brought under cultivation, and that during the year 1888 the grain shipments out amounted to 1,812,995 pounds; live stock, 751,120; hay, 230,460; that for the nine months of 1889 the grain shipments amounted to 1,530,680; live stock,

484,530, and hay, 177,040. The total cash business for 1888 was $2,889.23, and for the nine months of 1889, $2,376.86. The company now has an arrangement with a business firm at Thornton by which it pays a part of the salary of an operator.

The distance from Thornton to Meservy on the north, and Swaledale on the south, is respectively four and five miles. While this is bringing stations somewhat closer together than is required for practical railroad purposes, it appears to the Commissioners that the situation at Thornton is such as to warrant them in informing the company that a suitable station-house be erected at that point within sixty days from this date, and that the same be kept lighted and warmed as required by law.

*Des Moines, Iowa, October 26, 1889.*

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THE CITY OF FORT DODGE, IOWA, and THE CITIZENS OF FORT DODGE, IOWA,

vs.

THE DES MOINES & FORT DODGE RAILROAD COMPANY, and THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

*Failure to operate road.*

Filed August 18, 1888.

DECISION OF COMMISSIONERS.

The complainants in this proceeding aver, in substance, that on the ..... day of....., 18.., the Keokuk, Fort Dodge & Minnesota Railroad Company was organized under the general laws of the State of Iowa, for the purpose of constructing and operating a railroad from the city of Keokuk to the city of Des Moines, in said State. That to aid in the construction of said railroad the State of Iowa, by an act of its legislature on March 28, 1864, granted to said company the odd numbered sections of land on each side of the Des Moines river within five miles thereof, that by the terms of such act one fourth of the land so granted was to be applied to aid in the construction of said railroad above the city of Des Moines, and that said grant was accepted by said company according to its terms and conditions. That about the month of May, 1864, the said Keokuk, Fort Dodge & Minnesota Railroad Company, by amendment to its articles of incorporation, changed its corporate name, and thereafter become the Des Moines Valley Railroad Company; that said company constructed a portion of said road, but failed to complete the same to Fort Dodge within the time fixed in said act of the legislature; that on the 31st of March, 1868, the legislature of Iowa granted anew to said railroad company the lands of said original grant; that by the express terms of such grant one hundred thousand acres of the grant was to apply exclusively to aid in the construction of said railroad from the city of Des Moines to the town of Fort Dodge, on the east side of the Des Moines river, and that such lands should be patented to said company only upon the completion of said railroad into Fort Dodge within the year 1870; that the road



was so completed, and the lands conveyed in accordance with the grant; that thereupon it became the duty of the railroad company to operate said road into Fort Dodge for the uses and purposes of public travel and business as an independent line of railroad, and to provide suitable depots and station accommodations. That in addition to the grant of lands, the town of Fort Dodge and the citizens thereof donated the right of way for the tracks of said company through said town, and the necessary ground for depot and station purposes, together with about $1,500 in cash. That for a number of years said railroad company operated its road into Fort Dodge and maintained a suitable depot therein. That on the 20th day of January, 1874, the Des Moines & Fort Dodge Railroad Company was organized under the laws of Iowa to maintain and operate the Des Moines Valley Railroad, then built and being operated from the city of Des Moines to the city of Fort Dodge. That on the 15th day of November, 1875, the Des Moines & Fort Dodge Railroad Company, at foreclosure sale, purchased all the property of the Des Moines Valley Railroad, north of the city of Des Moines, and for several years thereafter operated the same as a continuous line from the city of Des Moines to the city of Fort Dodge; that in such purchase the new company had full knowledge of and took said property, subject to all duties and obligations resting upon the same.

That in the fall of 1878 the said Des Moines & Fort Dodge Railroad Company took up its track and abandoned that part of its road between Tara station and Fort Dodge, removed its bridges, and ceased to operate its trains over that portion of its line, a distance of about seven miles, and has ceased to maintain a suitable depot at Fort Dodge. That about the year 1887 the respondent, the Chicago, Rock Island & Pacific Railway Company, with full notice of the obligations resting upon the respondent, the Des Moines & Fort Dodge Railroad Company, acquired the possession, control and management thereof; that said Chicago, Rock Island & Pacific Company fails to operate its regular trains into Fort Dodge from Tara, and neglects to establish the dismantled line and erect suitable depot at Fort Dodge. Complainants ask that the respondents be required to rebuild the line from Tara to Fort Dodge, construct a suitable depot therein, and operate all their regular trains to and from that city.

In answer to the complaint the respondents state, in substance, that they admit the organization of the Keokuk, Fort Des Moines & Minnesota Railroad Company; admit the grant of land; admit the change of name to the Des Moines Valley Railroad Company; admit the failure to complete the road within the time specified; admit the granting anew of the lands; admit the acceptance of the grant by said company; admit the construction of the road into Fort Dodge during the year 1870; have not sufficient information to form a belief as to whether all of said lands were duly conveyed to said company; deny that it ever became the duty of said company or its successors to operate the said road into Fort Dodge, to the extent contemplated by the general public, at the time said grant of land was made. Admit the obligation to maintain a suitable depot, and state that prior to the filing of the complaint, material had been ordered for the construction of building. Have no knowledge as to the donations claimed to have been made by the citizens and town of Fort Dodge. Admit that the Des Moines Valley Railroad Company operated its own road into the town of Fort Dodge for a period of

years after its completion; admit the organization of the Des Moines & Fort Dodge Railroad Company, and that it was organized for the purpose of acquiring, maintaining and operating the Des Moines Valley Railroad, northwesterly from Des Moines; admit that about the year 1875, the Des Moines & Fort Dodge Railroad Company acquired the property of the Des Moines Valley Railroad Company at sheriff's sale, and continued to operate the same from Des Moines to Fort Dodge for several years; admit that the road was acquired with a knowledge of the public duty resting thereon, but deny that it became the absolute duty of the Des Moines & Fort Dodge Railroad to maintain and operate its own road into the city of Fort Dodge; deny that it legally abandoned that part of its road between Tara and Fort Dodge; admit that about the year 1877 or 1878, they ceased to use a part of its track between Tara and Fort Dodge, and removed the bridges on such portion of track. State that the depot was some years since destroyed by fire; admit that the Chicago, Rock Island & Pacific obtained control and possession of the Des Moines & Fort Dodge Railroad about the year 1887. Deny that such control was obtained with full knowledge of the obligations resting upon its predecessors. Allege that about the year 1877, the railway of the Des Moines & Fort Dodge Railroad Company was being maintained and operated from Des Moines to the city of Fort Dodge; that about seven miles of its line from Tara to Fort Dodge had been for many years, and was then, extremely expensive to maintain and operate; that said portion of its line contained eleven bridges, including an expensive bridge across the Des Moines river; that it passed over a grade of sixty feet to the mile; and that by reason of sliding and springy ground, said seven miles could not be maintained and safely operated, save at an expense of about one thousand dollars per month for maintenance alone; that the Illinois Central Railroad Company operates a railway westward from Fort Dodge, passing a short distance from Tara, and that said Des Moines and Fort Dodge Company secured from the Illinois Central Railroad a lease, by which respondent acquired the right to run its trains from a point near Tara, over the track of said Illinois Central Railroad, into Fort Dodge. They allege that by the construction of lines into and near Fort Dodge, the business, so far as respondents are concerned, has been largely cut off; that the passenger trains from Grand Junction to Fort Dodge have been run at a loss since 1883; that Fort Dodge has also ample accommodations by the Minneapolis & St. Louis Railway; that the title to the right of way to the said seven miles of track taken up is of such a character it cannot be forfeited by non-usure; that there is no necessity for the reconstruction of said seven miles of track, and that by their laches complainants have disentitled themselves to now insist upon such requirement.

Complainants, replying to the answer, say in substance, that defendants are not relieved from their contract under their charter nor from their contract with complainants by reason of any of the matters set out in the answer. Admit the operation of the Illinois Central, as alleged in the answer, and assert that the track of said road for the greater part of the distance between Tara and Ft. Dodge is parallel with the abandoned track of respondents and about twenty or thirty feet therefrom, and has at all time maintained the same. Admit the operation of two trains a day by respondent into Fort Dodge over said leased track; admit that a portion of the bridge



is still standing. Deny the cutting off of business by the construction of other lines; deny all knowledge of the contemplated lease of the Des Moines & Fort Dodge railroad to the Chicago, Rock Island & Pacific Railway Company, prior to the consummation of said lease; deny all matters not herein admitted.

There was a station called Tara on the railroad as originally constructed, about one mile north of the crossing of the South Lizard, and about a mile south of the present station of that name. From this station the road ran in a southeasterly direction for about a mile and one-half, with easy gradients, then decended about one and one-half miles with a grade of about sixty-four feet to the mile; from this point the gradients are light to the Fort Dodge depot. Thirty-eight hundred feet east of the foot of this sixty-four feet grade, there is a cut of nine hundred feet in length that is claimed to be very wet and impracticable to keep open without a constant and large expenditure of money. The cut is on a side hill and the top of the hill is probably from eighty to one hundred feet higher than the grade line at this point. The whole side hill is said to be wet, and whenever material is removed to open the cut, it slides in from above, particularly in rainy seasons.

In 1878, when the road into Fort Dodge was first abandoned, the connection with the Iowa Falls & Sioux City road was made at Sioux City Junction, the head of the steep grade above referred to, three and one-half miles west of the depot in Fort Dodge. This involved the maintenance of an agent and telegraph office at that place, for no other purpose than handling trains. In 1881, when the road was extended north, the connection was made at the present station of Tara, which became a station on both roads, and the old station was abandoned.

Mr. Carse, the engineer of the road, states that from Des Moines to Tara the cost of construction was $21,000 per mile; from Tara to Fort Dodge $25,000 per mile; and the cost of maintenance of this five miles would be $7,000 per year. He also states that the road could be rebuilt from the present Tara station to Fort Dodge for about $65,000, or, if his anwer is understood correctly, fifteen or twenty thousand dollars per mile. The rent paid for trackage on the Iowa Falls & Sioux City is for two trains each way $2,700 per year, and $480 per year for each train additional, or $40 per month.

The expenditure required to rebuild the abandoned road, $65,000, and the cost of maintenance, $7,000 per annum, when this cut and bridging is taken into consideration, is very considerable as compared with the traffic over this piece of line.

The organization of the Des Moines Valley road was for the purpose of building a road from Keokuk to the Minnesota line, making Des Moines and Fort Dodge points. After the grant of lands had been forfeited, the legislature, in regranting, reserved one hundred thousand acres to be applied to building the road north of Des Moines and into Fort Dodge, on the east side of the Des Moines River, during the year 1870. Running the cars on their own track into the depot in Fort Dodge in 1870, was necessary to obtain the lands. The Des Moines & Fort Dodge road was organized, among other things, to maintain and operate, not lease a line of road from Des Moines to Fort Dodge. It does not seem to the Commissioners that the leasing of part of the line and abandoning their own line, is a compliance with the law of 1868, or with the purposes of the organization, and on this proposition they

distinctly hold that that position of complaint is sustained; and that the defendant, the Des Moines & Fort Dodge railroad, is legally bound to maintain and operate a line of road lying between Fort Dodge and Tara.

The contract between the Chicago, Rock Island & Pacific and Des Moines & Fort Dodge, as will be seen by the following section, does not require the less or to rebuild this line:

"SECTION 4. It will operate and maintain the said railroad, its depots, buildings, bridges and equipments, and all property hereby demised in as in good order and condition as they shall be when accepted under the terms of this indenture, and will not do or permit any act or omission that would operate to forfeit or terminate any right or estate held by the party of the first part upon condition. It will protect and save harmless the party of the first part against all liabilities, which shall arise from the operation and management of said property, after its acceptance, under the terms hereof. It will make all necessary alterations, renewals and repairs, replace all rolling stock, tools and machinery lost or worn out, and furnish such additional equipment, buildings and other structures, machinery, tools and other appliances, as may be necessary to the proper conduct and development of the said railroad, and other property in as good condition as when received; but nothing herein contained shall be so construed as to impose upon the party of the second part any obligation to make permanent improvement or betterments on said line, without compensation therefor from the party of the first part."

As we understand the contract, the lessor, the Chicago, Rock Island and Pacific takes the road as it found it, for the purpose of operating it, and is not bound by the terms of the lease to rebuild the portion of the line that had been taken up.

The leased road from Tara to Fort Dodge may be operated that all the advantages, so far as train service is concerned, that will accrue to Fort Dodge, would be as fully realized as if this part of the track was rebuilt on its own line.

The Commissioners do not regard the claim that all trains must run to Fort Dodge on their way north as tenable. It would be competent for the road at any point on its line to run branches wherever business might demand. To require trains to run to the end of the main line of any railway, and return before they branch off would be an absurdity.

While it appears from the evidence that the company now runs two trains per day each way over the leased road between Fort Dodge and Tara, the connections with trains going north and south over the branch to Ruthven are not such as to meet the requirements of the passenger and freight business of Fort Dodge, and the Commissioners recommend that the service be so changed as to meet these requirements.

The rebuilding of the six miles from Tara to Fort Dodge, while we think it can be legally required, as before stated, would be a burden upon the railroad company, without corresponding benefits to the citizens of Fort Dodge, provided always that adequate train service is afforded over the leased line, which can apparently be done under the terms of the lease.

*Des Moines, Iowa, March 27, 1889.*



CITY AND CITIZENS OF FORT DODGE, IOWA,

vs.

CHICAGO ROCK ISLAND & PACIFIC RAILWAY CO., AND DES MOINES & FT. DODGE RAILROAD CO.

*Petition for an order to relay track and operate trains.*

Filed April 4, 1889.

ORDER OF THE COMMISSIONERS.

This case coming up for hearing on an application for an order to enforce the finding of the Commissioners in the original hearing, the parties hereto being represented by counsel, it is ordered and adjudged that the defendant, the Des Moines & Fort Dodge Railroad Company, rebuild and restore its road between Tara station and Fort Dodge, by restoring the road bed, replacing the bridges and relaying its track in a proper manner; that the said defendant enter upon the work of reconstruction of said portion of its road not later than June 15, 1889, and complete the same by the first day of November following; that pending the completion of such work the respondent, the Chicago, Rock Island & Pacific Railway Company, lessee of the Des Moines & Fort Dodge Railroad, be required and directed to operate one passenger train a day each way between Fort Dodge and Des Moines, and one freight train a day with passenger accommodations each way between Fort Dodge and Des Moines, and that in the operation of such trains, the time tables thereof be so adjusted as to best accommodate the business of the entire line, and all the stations thereon.

*Des Moines, Iowa, May, 3, 1889.*

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CITIZENS OF CARNFORTH, IOWA,

vs.

CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY CO.

*Petition for freight facilities at crossing.*

Filed September 10, 1888.

DECISION OF COMMISSIONERS.

On September 10, 1888, J. H. Smith and thirty-five other citizens of Warren township, Poweshiek county, Iowa, filed a petition with the Board asking that the Chicago, Rock Island and Pacific be compelled to deliver freight at the crossing of Chicago and Northwestern Railway at Carnforth.

The answer of the company was that this matter had been previously investigated by the Board and that there was practically no change in the situation; the establishment of a freight station at Carnforth would involve a very considerable expense, and that the stations of Brooklyn and Victor,

about seven miles apart, on either side of Carnforth, furnish all the freight facilities required.

The Commissioners are of the opinion that for the present, at least, this position is well taken, and do not feel authorized to require the company to establish a freight station at the crossing. In the course of correspondence the fact was developed that facilities for getting on and off passenger trains were not what they should be, and the attention of the officers of the road was called to it. The order of Mr. Givin, superintendent, which is here given, if fully carried out, will, it is thought, remedy the difficulty.

DES MOINES, Iowa, January 22, 1880.

E. ST. JOHN, ESQ., *General Manager Chicago, Rock Island & Pacific R'y Co., Chicago, Ill.:*

DEAR SIR—Your letter of 21st just received. You probably do not understand the complaint. It is this: Your trains stop on either side of the crossing, and generally do not stop at the platform, thereby compelling passengers to climb upon the trains from a grade considerably below the rail, or to jump down. The Commissioners do not ask that you stop every train carrying passengers at this platform, but when passengers are to be received or landed from trains, that the trains be required to stop at the platform. Possibly the platform might be extended and save a second stop. This will involve no delay that is not necessary for the comfort, safety and convenience of the passenger.

Respectfully yours,

W. W. AINSWORTH,
*Secretary.*

By order of the Board.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY,
OFFICE OF SUPERINTENDENT IOWA DIVISION, JOHN GIVIN, SUPT.
DES MOINES, February 11, 1880.

W. W. AINSWORTH, ESQ., *Secretary Iowa State Railroad Commissioners:*

DEAR SIR—Yours of 22d ultimo to E. St. John, General Manager, relative to complaints as to trains not stopping at Carnforth, has been referred to me.

We have arranged to put in a good cinder walk, as high as the top of the rail, extending over three hundred feet on each side of crossing, and will have all passenger trains, except night express, pull up and stop at the platform whenever there are passengers to be taken on or let off, and trust these changes will obviate all existing difficulties, and cause complaint to cease.

Very truly,

JNO. GIVIN,
*Superintendent.*

*Des Moines, Iowa, March 15, 1889.*



J. M. ASHBURN, LAMONI, IOWA,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. } *Arbitration.*

Filed September 19, 1888.

DECISION OF COMMISSIONERS.

On September 19, 1888, Mr. J. M. Ashburn, of Lamoni, Iowa, filed a complaint, alleging that the respondent is indebted to him in the sum of $133.70 for loss on a car of cattle shipped over respondent's line to Chicago, on the 28th of July, 1888, and in the sum of $13.50, interest on money kept in the hands of respondent for fifty days, and in the sum of $6.00, claimed by respondent as commission for selling a car of hogs.

This is an inter-State case, and beyond the authority of this Commission. The case, however, is submitted by agreement to the Commissioners as arbitrators.

Complainant files his affidavit to the effect that on the 19th day of January, 1889, he ordered of the respondent's company, through its agent at Andover, Mo., a thirty-four foot stock car to be loaded by him on the 24th. That the company furnished him a thirty-foot car, which was too small to hold his cattle. That he drove his cattle on the evening of the 24th, from Andover to Lamoni, and there found a thirty-four foot car, but did not load his cattle until the 28th, as there were no other cattle there to be shipped, and the agent there informed him that he could not pass him with a single car, and that a single car would not be taken from the branch. That by reason of the delay he sustained a loss in the shrinkage of the cattle, the decline in the market and expense of feeding, in the said sum of $133.70. Complainant further sets out in his affidavit that another party ordered a thirty-four foot car on the 21st at Lamoni, which was furnished him. Complainant sets out also in his affidavit that on July 3, 1888, he had a car of hogs wrecked on respondent's road; that on the 7th of July he filed his claim with the company for the same in the sum of $900.27. That the company failed to liquidate his claim for fifty days, while other parties having hogs in the same train were paid at once. That he paid interest at the bank on this money to the amount of $13.50, and that in the settlement the respondent withheld the sum of $6.00 as commission for selling the hogs. Respondent claims that on the 23d of January a Mr. Graham called upon the agent and was told that Mr. Ashburn could not get a thirty-four foot car on the 24th; that he would try, however, to get one, but would not promise positively. That if Mr. Ashburn had held his cattle at Andover until a car could have been furnished, he would have saved money thereby. That no unusual time was used by respondent in making settlement on car of hogs, and that the charging of the commission was customary. That the other party was paid at once for the reason that he applied in person at the Chicago office.

There is no controversy over the value of the hogs killed, viz.: $900.27. The fact that one party applies to the general freight department in person and the other by letter, is no justification of a delay of fifty days longer in

the settlement of one claim than in the other. The hogs killed were of the value of $900.27, as per agreement of parties, and to this amount complainant was entitled on the day they were killed, with interest thereon from date, which would be, fifty days at six per cent, $7.40. The six dollars retained for commission is not properly withheld, as the liability occurred at the time of the killing, and the amount due thereon was fixed as above, and as a matter of fact the hogs were not sold in Chicago as claimant's property, but as the property of respondent. The arbitrators find that there is due complainant on the car of hogs, the sum of $13.40. The claim for loss on cattle is not sustained, as complainant fails to show that respondent company failed to use due diligence in securing a thirty-four foot car, and find that the delay in shipment was due largely to the fact that complainant drove his cattle to another station, from which there were no cattle to be shipped, other than his own.

*Des Moines, Iowa, August 30, 1889.*

I agree with the above opinion, except the six dollars commission. In my judgment Mr. Ashburn is only entitled to the amount he would have received had his hogs been delivered on time and the accident had not happened.

PETER A. DEY.

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JOHN HORR, MONTROSE, IOWA,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.
*Overcharge.*

Filed September 6, 1888.

DECISION OF COMMISSIONERS.

September 6, 1888, John Horr, of Montrose, Iowa, filed complaint for overcharge against the above company, on shipment of democrat spring wagon, from Des Moines, Iowa, to Montrose, claiming that while the shipment was 490 pounds in weight, the Chicago, Burlington & Quincy Railroad Company charged on 1,500 pounds.

The respondent being furnished with copy of complaint, replies, September 21st, that the shipment was made and charged for at regular rates, and not being crated, was rated at 1,500 pounds, according to classification.

An examination of the matter by the Commission develops that under the classification adopted in the Davenport, Burlington and Dubuque decisions, the shipment, not being crated, is rated at 1,500 pounds, and as first-class freight. The distance from Des Moines to Montrose being two hundred miles, under the Commissioners' rates the charge should be at the rate of 40 cents per hundred pounds, or $6.00, and the freight charges made over and above that sum should be refunded. Case closed.

*January 9, 1889.*



JAMES KEEFE, FORT DODGE, IOWA,
vs.
ILLINOIS CENTRAL RAILROAD CO., MASON CITY & FORT DODGE RAILROAD COMPANY.
*Overcharge.*

Filed September 8, 1888.

September 8, 1888, James Keefe, of Fort Dodge, Iowa, filed complaint in the above case, setting forth that on a shipment of coal, March 29, 1888, from Carbon to Fort Dodge, over the above roads, excessive charges of $2.25, or thirty cents a ton instead of fifteen cents, the former price, had been charged him. The Illinois Central Railroad Company claimed, in response, that the overcharges occurred on the Mason City & Fort Dodge road. The attention of the latter road being called to the matter, they acknowledged the increase in the rate to thirty cents per ton, but declined to honor the claim of Mr. Keefe. On January 24, complainant writes that he has settled the claim at the old rate, and the case is closed.

*Des Moines, Iowa, January 31, 1889.*

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CITIZENS OF RED OAK, IOWA,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.
*Removal of freight house.*

Filed September 24, 1888.

On the 24th day of September, 1888, a petition and complaint, numerously signed by citizens of Red Oak, was filed with the Board, asking that the location of the freight depot of the above road, which is on the opposite side of the road from that town, be changed to accommodate the public and obviate the necessity of crossing the track to said depot, which is both dangerous and inconvenient.

The attention of the Chicago, Burlington & Quincy authorities being called to the complaint, they acknowledged the facts as set forth, and stated that in the near future they contemplated improvements at Red Oak, at which time the evil complained of would be remedied.

After considerable correspondence and delay, the Commissioners are informed by one of the petitioners at Red Oak, under date of July 2, 1889, that the freight house has been moved to the north side of the track, as prayed for, and the petitioners are fully satisfied. Case closed.

*Des Moines, Iowa, July 11, 1889.*

NEIL & CAMPBELL, BISMARK, IOWA,
vs.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
*Abandonment of station.*

Filed August 24, 1888.

DECISION OF COMMISSIONERS.

On August 20, 1889, William Neil and Johnson Campbell, of Bismark, Iowa, write the Board that when the Iowa Eastern Railroad (to whose property rights and franchises the Chicago, Milwaukee & St. Paul Railway has succeeded) was built, Neil & Campbell gave land to the company at Bismark on condition that a side-track and station should be put in, which was done, maintained and operated until the latter company came in possession of the property, when they took up the side-track. The purport of the letter is to ask the Board if the railway company is not bound to restore the side-track and operate the station. In reply to inquiries of the Commissioners, on October 12, 1888, the complainants present copies of the right of way deeds, the affidavits of complainants, and the letter dated October 10, signed by Wm. Neil, which states that the railroad company is pulling down the depot building for the purpose of shipping it to Elk Point, Dakota, and that complainant had notified the persons engaged in pulling down the house, that they must not remove the building. The deed of Wm. Neil, for a consideration of ten dollars, conveys to the Iowa Eastern Railway Company a strip of land 300 feet in width, 100 feet on the west side and 200 feet on the east side of the main line of track of the Iowa Eastern Railroad, which continuation of, and contiguous to a like strip deeded by Campbell, shall constitute a strip 300 by 700 feet, with a reservation for a public road on the east side of said strip. The land is described as lying in the southeast quarter of the northwest quarter, section 6, township 94, range 4, west of the 5th principal meridian. The deed of Mr. Campbell conveys to the same corporation a strip of land of the same width from the west side of the north half of the southwest of the northeast quarter, section 6, township 94, range 4, west, 5th principal meridian, the land conveyed by the two, as in the former deed, making a strip 300 feet wide and 700 feet long, 200 feet on the east side and 100 feet on the west of the center line of the Iowa Eastern Railroad, as located through said lands. The station at the above point to be called Bismark. The usual convenants of title and relinquishment of the rights of dower are added.

Mr. Neil's affidavit states that he conveyed the property above described to the Iowa Eastern Railroad Company at Bismark station, Iowa, for the purpose of right of way for said railway, and for use for side-tracks for the business of said station. The only consideration made for the conveyance of the land was the agreement with the right of way agent of the railroad that there should be maintained a station with a side-track, such additional side-tracks, stock yards and other facilities as might be needed by the public. The Iowa Eastern Railway Company did put in a side-track on land deeded by Neil & Campbell and the people of the vicinity built for station purposes



a depot building, which was standing at the date of making affidavit, and was used by the Chicago, Milwaukee & St. Paul Company. The Chicago, Milwaukee & St. Paul succeeded to the rights, franchises and property of the Iowa Eastern Railroad through foreclosure proceeding, and took possession about April, 1882, and operated the station and side-track until June or July, when they took up the side-track, but Bismark continued to be a station and the company continued to stop trains there to receive and discharge passengers and mail, but has discontinued the freight business, and will not receive or discharge freight except at the option of the employes of the road. He states further that there was considerable business of various kinds done at Bismark until the removal of the side-track. He states that the company retains possession of the property deeded, but refuses to comply with the agreement, which was the consideration for the purchase. Mr. Campbell's affidavit corroborates the statements of Mr. Neil, says that Williams assured him that the station and siding should be permanent, and that the loss of station facilities is a great damage and injury to him and that part of the country.

The answer of the defendant received November 26, 1888, states that the road from Beulah to Elkador was built by the Iowa Eastern Railroad Company, and that they have no knowledge or information of the bargains made in procuring the right of way, other than the records of Clayton county, which show that the complainants conveyed the land, free from all incumbrances. It then traces the foreclosure proceedings, the sales, redemptions and other processes by which the title to the property was acquired by the defendant, and denies any knowledge or notice of any interest or equity in the premises of Neil or any other person. States that the company took up the side-track and discontinued the station because there was no necessity of a station there, and further claims that it is its right to establish stations at such points as will accommodate its business; denies the right or power of the Railroad Commissioners to establish stations; asserts the right to discontinue any station that is not needed for the transaction of the business of the road, and denies the jurisdiction of the Board.

The deeds of Neil and Campbell convey not merely the right of way, but absolutely the title to five acres of ground in the shape that land is ordinarily acquired for station purposes, three times the width usually required for the ordinary roadway. The contract which the parties claim was the consideration and the only consideration for purchase of the land is not embodied in the deeds, and only incidentally referred to in Campbell's deed, which says "*the station at above point to be called Bismark.*"

The Iowa Eastern Railroad Company constructed and maintained a station for more than two years on this ground, and the freight and passenger house was built by the voluntary contributions of the patrons of the road at Bismark station. When the defendent came into possession of the road, Bismark was a station with side-track and freight house, with a highway constructed to it for the accommodation of the public and to all intents and purposes the agreement with Neil and Campbell was carried out by the contracting parties; the railroad company was in possession of the land and the complainants were enjoying the benefits of the station.

The principle of law is undisputed that "parol contemporaneous evidence is inadmissible to contradict or vary the terms of a valid written instrument".

but it is equally true that evidence may be introduced to explain the purpose of a written instrument. when the writing is incomplete. There is nothing in the testimony of Neil and Campbell that conflicts with the deed. The recognition of the station in the latter's deed, and the fact that the Iowa Eastern Railroad Company used this land for a depot in the shape it was, they could possibly have no other purpose than to make a station upon it. We think the testimony is supported by the deeds. In fact, there can be no other reasonable hypothesis for acquiring this land than for the purposes for which they swear it was deeded.

Did the defendant have notice at the time of foreclosure? We are of the opinion that the deeds themselves, the station actually in existence, used and operated for more than two years, and operated for months by themselves, a station house built by the patrons of the road, and used by themselves, was a notice that some one had rights that it would be unsafe to disregard without careful investigation.

If the consideration for which the lands were purchased was valid as against the Iowa Eastern Railroad Company, it certainly would be against those who acquire title from it, as they cannot enjoy the benefits of the property, and refuse the burdens with which it was acquired. With this position it seems hardly necessary to inquire whether a station at this place is needed.

Defendant denies the right of the Commissioners to establish stations, and their jurisdiction in this case. Section 3, Chapter 77, Laws of the Seventeenth General Assembly, gives them "general supervision of all railroads in the state operated by steam", and makes it their duty "when any change in the mode of operating a road or conducting its business is reasonable and expedient, in order to promote the security, convenience and accommodation of the public, to inform the companies", etc. This section, as they interpret it, gives them ample power to act in cases of this kind, within the limits prescribed by the law.

They therefore advise the defendant railroad to restore the side-track and station building, and afford the station of Bismark such facilities for doing business with the road as stations of this importance require.

*Des Moines, Iowa, April 3, 1889.*

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KEOKUK & WESTERN RAILROAD COMPANY,
vs
ST. LOUIS, KEOKUK & NORTHWESTERN RAILROAD COMPANY.
CHICAGO, ROCK ISLAND & PACIFIC RAILROAD COMPANY.
} *Exorbitant switching charges.*

Filed October 4, 1888.

October 4, 1888, Felix T. Hughes, President and General Counsel of the Keokuk & North-Western Railroad Company, filed a complaint in the above entitled cause against the St. Louis, Keokuk & North-Western and Chicago, Rock Island & Pacific Railroad Companies, for an increase in switching



charges at Keokuk, Iowa, by which they became exorbitant and burdensome, asking the Commission to interfere and fix a reasonable rate for the same.

The complainant road sets forth that prior to August 1, 1888, they had been charged for switching cars, by the defendant roads, a distance less than one mile, the sum of one dollar per car, which they complain was too high; but that since that date the charge for the same service has been doubled, and that the present rate of two dollars is exorbitant and unjust, and a great burden upon the shippers.

October 30, 1888, C. M. Levey, Superintendent of the St. Louis, Keokuk & Northwestern Railroad, replied to complaint, acknowledging the increase of the price of switching from one to two dollars per car, and claiming that it was done to meet the requirements of section 4, chapter 28, laws of the Twenty-second General Assembly of Iowa, prohibiting discriminations in handling cars, etc.; that prior to that date their uniform charge for switching had been $2 per car; that exception had been made in favor of the Keokuk & Western and Chicago, Rock Island & Pacific Railroad Companies, in consequence of switching favors received from them by defendant, St. Louis, Keokuk & Northwestern Company, at other points on their line; that the same is now forbidden by law.

A hearing was appointed at Keokuk, for January 10th, 1889, and parties notified.

On the evening of January 9th, the Commissioners were notified by telegram that the case had been settled by parties and asking that case be dismissed, which was done January 10, 1889.

*Des Moines, Iowa, January, 15, 1889.*

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CARPENTER & GENUNG, INDEPENDENCE, IOWA,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY
} *Overcharge.*

Complaint filed October 8, 1888.

DECISION OF THE COMMISSIONERS.

Complainants, Carpenter & Genung, are engaged in the manufacture of level tread powers at Independence. These "powers" weigh 1,800 pounds and are too large to go through the ordinary freight car door. They are loaded on flat cars for shipment and charged for at the weight of 4,000 lbs., under the classification. Complainants usually shipped but one machine at a time, and the flat car used for that purpose carried no other freight.

The controversy in this case grew out of the fact that "powers" had been billed by the Illinois Central Railroad company at actual weight of 1,800 pounds. Upon investigation it was found that the doors of the Illinois Central box cars were of sufficient width to admit the powers.

The Commissioners do not feel warranted, under the circumstances, in recommending the refund asked for.

*Des Moines, Iowa, November 1, 1889.*

JOHN CANAVAN, PATON, IOWA,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY
*Failure to furnish cars.*

Filed October 9, 1888.

DECISION OF THE COMMISSIONERS.

On October 8, John Canavan, entered a complaint that he was unable to get cars to ship his corn from Paton station. Mr. Canavan is a farmer and desires to ship his own corn, and claims that the agent at that station gave all the cars to the regular shippers, and will not furnish them to farmers, until the regular shippers were fully supplied.

The Commissioners in former cases have held that it was the duty of railroad companies to have cars enough to supply the ordinary demands of their customers. Wherever there is a scarcity of cars, the shippers should be supplied in proportion to their ordinary demand for cars. In this, a farmer that loads his car in practically the same time that a warehouse man does, should have his proper proportion of cars. He should not be allowed to use his cars as a warehouse, and when they are needed, hold them, but he must load them so that there be no unnecessary delay.

At date of December 13, Mr. Canavan had a full supply of cars, and has had since that time, but during the four weeks following October 13, he states that he had but one car to load.

From the statement made by him, it would seem that the station agent thought the first duty the road owed was to the shipper from elevators.

The Commissioners are of the opinion that great care should be taken in time of scarcity of cars to distribute them under the rules here laid down.

*Des Moines, Iowa, January 9, 1889.*

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J. T. GILLESPIE, NEVADA, IOWA,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY.
*Overcharge.*

Filed October 8, 1888.

DECISION OF THE COMMISSIONERS.

October 8, 1888, complaint was filed in the above cause, for overcharge on shipment of 13 empty barrels and kegs from Des Moines to Nevada. Complainant sets up that charge was made for 750 lbs., when the actual weight of the shipment was only 328 pounds. Respondent road, being notified of complaint, acknowledges an overcharge of 343 pounds, stating that the exact weight was 437 lbs., and tendered complainant full settlement of claim on that basis, which he refuses to accept, claiming refunding of overcharge on 422 pounds, a difference of 79 pounds, in weight of shipment. Under the schedule of rates of June 28, 1888, the weight of the iron bound barrels would be 75 pounds each, and the Commissioners are of the opinion that the basis of settlement at 498 pounds is an equitable one, and the tender of respondent should be accepted by complainant. Case closed.

*Des Moines, Iowa, January 31, 1889.*



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G. A. HARTMAN, CRESTON, IOWA,
vs.
CHICAGO, BURLINGTON & QUINCY, RAILROAD COMPANY.
*Shortage of coal in transit.*

Filed October 9, 1888.

DECISION OF THE COMMISSIONERS.

October 9, 1888, G. A. Hartman, of Creston, Iowa, filed the above complaint, claiming a shortage of three and one-half tons in a car of coal in transit over the Chicago, Burlington & Quincy Railroad, from Whitebreast Fuel Company, at Albia. The Whitebreast Fuel Company claim that the car was "loaded as full as it would ride, and contained nineteen tons of coal," (the full amount ordered) "when it was delivered to the Chicago, Burlington & Quincy Railroad Company, and the shortage must have occurred while in transit or after reaching destination."

The Chicago, Burlington & Quincy Railroad Company, replying to statement of complainant, claims that the "car was full and rounded up, when it arrived at Creston, and that the shortage, if any, occurred after its delivery to complainant, through mistake in count, or by error in delivery from car."

The complainant, December 5, 1888, substantiates his claim by the affidavits of J. W. Leonard, T. B. Boyd and O. J. Hartman, who testify as follows: Leonard and Boyd, that they hauled the first and second loads of coal taken from the car, and that there was a shortage on its arrival of from three to four tons of coal; Hartman testifies that he weighed all the coal, and that the car was short 6,075 pounds, in weight, that it was set on the side track September 15, and entirely unloaded the 15th and 17th.

The respondent, upon being furnished with a copy of said affidavits, reaffirm statement made above, and decline to entertain the claim, or furnish further evidence.

The Commission, after a careful examination of the case, are of opinion that the complainant has substantiated his claim, and while they are unable to render a money judgment for money damages, would recommend that settlement be made with complainant on the basis established in the testimony in the case. Case closed.

*Des Moines, Iowa, January 18, 1889.*

G. M. ELLIS, EMMETSBURG, IOWA,
vs.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
*Overcharge*

Filed October 16, 1888.

DECISION OF THE COMMISSIONERS.

October 16, 1888, G. M. Ellis entered complaint against the above road for overcharge on sulky, shipped from Algona to Emmetsburg, the charge being $1.15 for the distance, 24 miles, while, a short time prior, the same article had been transported from Spencer to Emmetsburg, the same distance, 24 miles, for twenty-five cents. In response to copy of complaint forwarded, A. C. Bird, general freight agent, replies, that the shipment complained of was rated at 500 pounds, under the classification, and charged at regular rate, while that from Spencer to Emmetsburg was undercharged by error of station agent.

The Commissioners find, by an examination of the matter, that under the classification adopted by them in the decisions of the Davenport, Burlington and Dubuque cases, the rating of sulkies at 500 pounds is correct; that 500 pounds at seventeen cents per hundred, the Commissioners' rates, would be eighty-five cents; that the charge over and above that amount should be refunded. Case closed.

*Des Moines, Iowa, January 9, 1889.*

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HARRIS & COLE BROTHERS, CEDAR FALLS, IOWA.
vs.
CHICAGO & NORTHWESTERN RAILWAY COMPANY.
ILLINOIS CENTRAL RAILROAD COMPANY.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.
CHICAGO, ST. PAUL & KANSAS CITY RAILWAY COMPANY.
HUMESTON & SHENANDOAH RAILROAD COMPANY.
*Lack of facilities for transferring freight at the point where these roads cross.*

Filed October 20, 1888.

On October 19, 1888, Messrs. Harris & Cole Brothers filed a complaint which stated that they wished transfer facilities for less than car load lots of pumps at the place in O'Brien county where the Sioux Falls branch of the Illinois Central crosses the Chicago & Northwestern, where the Chicago, St. Paul & Kansas City crosses the Chicago, Burlington & Quincy near Afton, in Union county, and the Humeston & Shenandoah, in Ringgold county. The three crossings where the complainants desire freight transfers are all



over-crossings and have received special attention from the Commissioners in other cases. The one in O'Brien county they have ordered connected by a wye; this the companies have refused to build, and the case is now in the courts for the determination of the powers of the Board under the law. At the crossing in Union county the Board ordered a passenger house built and maintained by the railways, and certain passenger trains to stop there; in their judgment freight transfer was not needed. In the case in Ringgold county, the Board ordered a platform and passenger house at the crossing, but gave it as their opinion that as the station Knowlton on one road and Diagonal on the other were but little more than a mile apart they furnished all the freight facilities necessary for the present.

*Des Moines, Iowa, September 19, 1889.*

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S. K. MEADE, ROCKWELL CITY, IOWA,
vs.
DES MOINES & NORTHWESTERN RAILWAY COMPANY.
*Overcharge.*

Filed October 31, 1888.

On the 30th of October, 1888, S. K. Meade, of Rockwell City, complained to the Commissioners that he had been overcharged by respondent on a shipment of salt, and that on several shipments of eggs and butter, and boots and shoes, there had been unnecessary delays, and that he was short two cases of eggs. The matter was referred to the respondent company, and at the end of an extended correspondence on the 10th of June, 1889, Mr. Meade writes that the matter has been adjusted in full. The case is accordingly closed.

*Des Moines, Iowa, June 19, 1889.*

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THOMAS MOORE AND C. W. BISBEE,
vs.
CHICAGO & NORTHWESTERN RAILWAY COMPANY.
*Award of damages.*

SUBMITTED TO THE RAILROAD COMMISSIONERS AS ARBITRATORS.

On February 14, 1889, in a complaint brought by C.W. Bisbee and Thomas Moore against the Chicago & Northwestern Railway Company, the railroad company was required by the Commissioners to put in a bridge at a point in the valley about three thousand (3,000) feet above or northeast of the bridge over Maple River near Turin. The object of the bridge was to drain off water that may get on the farming land on the upper side of the railroad bank, there being an old channel or natural depression through which it flows in extreme freshets. Both parties made claims for damages in the

case, but the Commissioners declined to consider their claim, as they required a money judgment which the Commissioners were not authorized to render, their powers being confined by the statute to matters of public right.

On July 25, 1889, the following stipulation was made between the complainants and the railway company:

> Differences having arisen between the undersigned, C. W. Bisbee and Thomas Moore, and the Chicago & Northwestern Railway Company, arising from a claim on the part of the first-named parties that each has suffered damages from overflow caused by the railway embankment on Maple river bottoms. Therefore, it is agreed that such claims be, by all the parties, submitted to the Iowa Railroad Commission, they to avail themselves of all knowledge derived from personal observation heretofore and at this time, as well as any sworn evidence to be now submitted, and any other facts or character of evidence they may see fit to accept. Their decision in each claim to be final and binding, and any award of damages to be made only in case they are satisfied actual and substantial injury was caused by the negligent construction of the railway under the law of this State as applicable in such cases.
>
> July 25, 1889.
>
> (Signed) THOMAS MOORE,
> C. W. BISBEE,
> CHICAGO & NORTHWESTERN RAILWAY CO.,
> (By J. C. Cook, *its attorney*.

The Commissioners consented to act in accordance with the above stipulation, and on July 25, the arbitrators visited the location and took the testimony of witnesses in behalf of the complainants and the railroad company. Mr. Moore claimed damages for the loss of a portion of the crop that he should have had on the land between the railway and the river, and for the loss of hay stacked on the bottom below the railway. He claims that the land along the bank of the river from the bridge northeast, and for a long distance up, is higher than on the flat where the railroad runs and southwest of it, and that the flood of 1888 was not high enough at any point above the bridge to get over the banks, the negligent construction of which he complains was two borrowing ditches dug by the company, one on each side of the track, from the bridge and along the railway through his land and above. He claims that had the natural surface at the river bridge been left as it was and the ditches not cut through it, the water would not have flowed upon his plowed land above the railroad or upon the land below where the hay was stacked, or in other words there was a natural levee along the bank of the river that this flood did not get above, and that the damage to him resulted from the railroad company cutting through the levee and allowing the water to flow up these borrow pits and onto his land.

Mr. Bisbee's claim is based on a different theory. His land joins Mr. Moore on the south and he attributes the overflow on his lands to the closing up of the natural channel or depression (where the Commissioners decided there should be a water way) about three thousand (3,000) feet up stream from the Maple River bridge. His claim was that closing up this natural channel and diverting the water that came from above from its natural outlet the entire flood was forced through the river bridge and made the water below so much higher that it ran over his cultivated lands. There seemed to be no question as to the exact height of the water (a fence post with water mark was pointed out by the foreman, which was admitted to be correct); on this all parties agree. Moore swears and is supported by the testimony of others, that all the water on his land was backed up through the



ditches. Mr. Bisbee, that a large volume water came down the valley from a bend in the river a long distance above, and the damage was caused by the natural water course being filled with a solid embankment. Had this been open or bridged, the water would have passed off without detriment to either of them. The section hands of the railway company support Mr. Bisbee's position, although they claim the water came out of the river much nearer this high water channel than he does. With the elevation of extreme high water fully agreed upon, the elements for determining which of the claimants was correct were available. By some misunderstanding these levels which the arbitrators thought essential have just been furnished them. Mr. W. D. Hodge, division engineer, submits the following report: "I have had the levels extended along the Maple River to a point in the southeast quarter of section 35, where an old channel leaves the stream and crosses the railroad track about one and one-quarter miles above the bridge over Maple River. There is and always has been a pile bridge across this old channel. The high ridge along the bank of the river extends unbroken up to this old channel and along it to connect with the railroad embankment, so that the water could not have passed over from the stream directly on Moore's land north of the track. The lowest point we found in the ridge is at the lower end of the bend opposite where the new bridge was put under the railroad track. The section foreman still claims the water came over there. Our levels show the top of the ridge there about two feet higher than the high water mark on fence post. The levels show that the water would go over the top of the ridge or bend below the railroad bridge when up to the high water mark found on the fence post." With this report a tracing was furnished showing the location of the railroad, the river, the bridges and the ride along the river with levels up to the upper high water channel along which the ridge turns and connects with the railroad embankment, and where Mr. Hodge reports a bridge.

The situation as developed by this survey satisfies the arbitrators that Mr. Bisbee and the section men are mistaken and that Mr. Moore is correct in his observations.

If the water could not, at the stage of the flood of 1888, have gotten out of the banks until it reached the railroad bridge, there was no greater volume opposite Mr. Bisbee's land than there would have been had no railroad been there. We therefore find that Mr. Bisbee was not injured.

Had the ridge at the railroad bridge not been cut through Mr. Moore's land above the railroad, it would have had no water upon it. The testimony shows that the water that injured the hay all came through the borrowing ditch below the railroad. The arbitrators find that Mr. Moore was damaged in crops and land above the railroad to the amount of fifty dollars ($50); to his hay on the flat below two hundred fifty dollars ($250); total three hundred dollars ($300).

PETER A. DAY,
SPENCER SMITH,
FRANK T. CAMPBELL,
*Arbitrators*

Attest:
W. W. AINSWORTH,
*Secretary.*

*Des Moines, Iowa, October 16, 1889.*

C. W. Bisbee and Thomas Moore, Turin, Iowa,
vs.
Chicago & Northwestern Railway Company.
*Overflow of lands by failure to provide water-way.*

Filed November 14, 1888.

DECISION OF THE COMMISSIONERS.

On November 14, 1888, C. W. Bisbee and Thomas Moore filed with the Commissioners a complaint which states that the Chicago & Northwestern Railway Company operates a line of road through real estate owned by them in sections two and three, congressional township 83 north, range 44, west of the fifth principal meridian, situated in Monona county, about two miles distant from Turin.

The first allegation is that the road was so constructed as to turn the overflow water from Maple River from its natural course and make what was tillable land before, wet and unfit for cultivation, and washed off the soil of the plowed land to the depth it had been plowed, distributing that soil over meadow lands so that the grass cannot grow and making the surface of meadow lands uneven. It is further claimed that by reason of the manner in which the road was constructed, that in the spring of 1888, the water was as deep as the fence was high on one side of the track, and hardly any on the opposite side.

Mr. Bisbee claims damage to the amount of $150, and Mr. Moore the value of one hundred tons of hay in stack, and one hundred dollars damage to tillable lands. They also ask that the railway company be required to construct a passage for water through their embankment so that the overflow may pass unobstructed in its natural course.

On Thursday, February 7, 1889, the Commissioners visited the locality with Mr. Hughes, division superintendent, and Judge Cook, attorney for the road; met the representatives of the parties complaining and looked over the ground. From a map giving the elevations of the natural surface of the ground, they found that near the bridge, the elevation was two feet higher than at a point 2,500 or 3,000 feet east of the bridge, where it was claimed the water ran when the river was high, the ground on river bank being somewhat higher than away back. At this depression in the line of the road, it was claimed that an opening large enough to pass the water that overflows the banks would relieve the low ground, both above and below the railroad, and allow the water to pass off without damage to the land. Whether the position taken by the complainants is correct or not, it is not necessary to discuss, as the railway company expresses a willingness to put in the opening at the place called for, and of the dimensions required. It is the opinion of the Commissioners that this should be done as soon as practicable, and the borrowing ditches be closed near the river to prevent the water backing up.



The question of damage sustained is one that requires a money judgment, with the power to enforce its collection. This, the Commissioners are not empowered to do. This part of the complaint should be referred to the courts for adjudication, if the parties do not agree.

*Des Moines, Iowa, February 14, 1889.*

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Hutchcroft & Co., Kossuth, Iowa,
vs.
Burlington, Cedar Rapids & Northern Railway Company.
*Overcharge on coal.*

Filed November 17, 1888.

DECISION OF THE COMMISSIONERS.

November 17, 1888, Hutchcroft & Co., of Kossuth, Iowa, filed complaint against the Burlington, Cedar Rapids and Northern Railway Company for overcharge on slack coal from What Cheer to Mediapolis, claiming the rate had been advanced from 75 cents to $1.14 per ton. The attention of the railroad company being called to the complaint by the Board, November 20th, Mr. Ives, general freight agent, replies that the old rate of 75 cents "was made necessary by competition with Illinois mines; that the new Iowa statute necessitated making the same rate on coal over all portions of our lines, and in compliance with this we have adopted the tariff on coal as made by the Commissioners for our company, which advances the rate to $1.14 per ton.

A careful investigation of the facts discloses that the respondent railroad company, while claiming to have adopted the Commissioners' rates, has, in this instance, charged the complainant on a shipment of slack, $1.14, the lump coal rate, instead of 85 cents, the Commissioners' rate on slack. The distance from What Cheer to Mediapolis is 99.9 miles; at the rate on slack, 85 cents, the charge should be $12.75, instead of $17.10, the amount charged, and the complainant is entitled to a return of the overcharge. Case closed

*Des Moines, Iowa, January 18, 1889.*

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I. N. Guthrie, Newton, Iowa,
vs.
Chicago, Rock Island & Pacific Railway Company.
*Damages by fire from engine.*

Filed November 28, 1888.

On November 28th, Mr. Guthrie laid before the Board a case of damages by fire, claimed to have been set by one of the respondent company's engines The attention of the company was called to the matter and some correspondence ensued.

On January 15, 1889, complainant notified the Board that a satisfactory settlement had been made, and asked that the case be closed.

*Des Moines, Iowa, January 18, 1889.*

C. E. HOOVER, DELPHOS, IOWA,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.
*Crossing and cattle guard*

Filed June 29, 1889.

On June 27, C. E. Hoover, of Delphos, Iowa, complained against the above company on account of inadequate farm crossing and cattle guards. He represents that the railroad runs diagonally across his farm, cutting off over twenty acres of it, together with a pool, hydrant, etc., his only watering privileges for stock, and between them and his home; that he is compelled to drive his stock across the track daily to water, at great risk and requiring additional help; that the company agreed in the contract for right of way, to put in a good and sufficient crossing, but have not done so.

The respondent company, in response to a copy of complaint, replies, September 7, acknowledging receipts and promising prompt attention. September 11, Mr. Ripley, general manager, writes that an under-crossing had been agreed on with complainant, and would be constructed at once.

September 20, Mr. Hoover acknowledges the completion of a satisfactory crossing, and asks case closed.

*Des Moines, Iowa, September 27, 1889.*

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CITIZENS OF RINGGOLD COUNTY,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.
*Inadequate train service.*

Complaint filed July 12, 1889.

DECISION OF THE COMMISSIONERS.

On the 12th of July, 1889, John G. Willis, and other citizens of Mount Ayr and Ringgold county, filed with the Commissioners a complaint against the above company of inadequate passenger and postal service on the branch line of its road running from Bethany Junction to Mount Ayr. Complainants set forth that "the line of railway operated through this county by the Chicago, Burlington & Quincy Railway Company, and the only line within several miles of this place (Mount Ayr), has as the only service thereon one train per day each way, the same reaching this city from Grant City, Missouri, about 11:45, A. M., and on its return from Bethany Junction, reaches here about 6 or 6:30 P. M. This train is what is generally styled a mixed train, containing a passenger coach and a combined coach, baggage and mail car, sufficient, perhaps to accomodate the demands. "This train does a general business all along the route, stopping at almost all points along the route to load and unload any and all kinds and classes of freight that



may be offered for transportation, taking their own time to load and unload the same, to the very great inconvenience and annoyance of the traveling public, who, by reason of the oneness of the system, are compelled to go and come by this route. This train leaves Bethany Junction, a distance of twenty miles from this place, at 2:45 P. M., and does not reach this place until about 6 P. M., making about three hours and fifteen minutes squandered on this distance of twenty miles."

The respondent company was at once notified and furnished by the secretary of the Commission, with a copy of complaint, and prompt attention invited.

Under date of August 7, E. P. Ripley, general manager of the Chicago, Burlington & Quincy Railway Company replies: "It is true, as stated in the complaint, that we run but one train a day each way on this line, and that this train has all the work to do, both passenger and freight, and that its progress over the road is therefore necessarily slow." It cannot be claimed that the service is first-class but it is the best we can afford; indeed there is room for grave suspicion that it is better than we can afford. I regret that our accounts have been so kept that we cannot give you the earnings of the Grant City Branch, *i. e.*, the line between Bethany Junction and Grant City, along which the petitioners are located; but we have treated the two lines together, that is, we have included the earnings of this branch with those of the line between Chariton and Albany; we know, however, that the tariff between Bethany Junction and Grant City is made lighter than between Chariton and Albany, and therefore when we show you that the entire 141 miles barely paid operating expenses in 1887 and 1888, you will doubtless readily see that the Grant City branch, being the poorer part of the line, is run at a positive loss under existing conditions and that the incurring of any additional expenses cannot be considered. In fact, we have seriously considered the question of running these trains twice a week or every other day, which would easily do all the business, though we hope not to be obliged to do this."

This is followed with a statement of the earnings of the branch from Chariton to Albany and Grant City (Mr. Ripley claiming these accounts are so kept that they cannot give separate earnings for the Bethany Junction and Grant City branch). This statement shows:

| | |
|---|---|
| Total branch earnings, Chariton to Grant City | $ 190,781 |
| Expenses | 208,721 |
| Deficit | $ 17,940 |
| Add taxes | 8,310 |
| Total deficit | $ 26,250 |

It is claimed that the returns for 1890 will show a still further deficit on account of reduction in local rates under Commissioners' schedule.

"Allow me in conclusion" says the general manager, "to say, that when there is the remotest probability that a passenger train on this branch shall pay expenses, we will be most happy to put it on. At present no such probabilities exist.

"In answer to further questions contained in your letter I have to say that it has been and is our custom, as a matter of convenience, to credit this

branch, as other branches, with its mileage proportion of earnings, meaning by this that the branch is credited with the same proportion of gross receipts as its mileage bears to the total number of miles hauled. This is our general rule, and the same rule was adopted in regard to such general expenses as cannot be localized; that is to say, in charging up expenses, we charge the branch with the amount of work actually done upon it and with the salaries of men employed upon it exclusively, and we also charge it with such proportion of other expenses as its mileage bears to the total mileage. It is not claimed that this division of earnings is entirely fair to the branch. If it were an independent corporation it would doubtless be granted more than a mileage pro rata; on the other hand, if it were an independent corporation, its expenses would necessarily be considered heavier than they are now."

The Board fixed Friday, September 6, for the hearing of the complaint. On that date, by consent of parties, complainants were given ten days further to obtain additional evidence and respondent ten days to answer. September 16, complainants filed an amended complaint setting forth that in the building of the Leon, Mount Ayr & Southwestern Railroad, (now the branch of the Chicago, Burlington & Quincy, in the present controversy,) certain head officials of the Chicago, Burlington & Quincy Railroad Company contracted with the citizens of Mount Ayr and Ringgold county to build and equip a first-class road from Leon to Mount Ayr, and maintain a first-class passenger and train service on the same; that in consideration of the same, the citizens of Mt. Ayr and Ringgold county, voted a tax for the building of said railroad, and levied, collected and paid over to the Leon, Mount Ayr & Southwestern Railroad the sum of $42,674.53 and in addition, certain citizens gave a personal bond, guaranteeing the payment of some $6,000 to $8,000 additional to said road.

On the 18th day of September, testimony was taken at Mount Ayr, according to notice, some twenty-four witnesses being examined on part of complainant. Respondent road was not represented, but was furnished with a copy of same. The testimony confirmed the statement of petitioners, that the service on the branch of the road is irregular, inadequate and of the poorest character, both as to equipment, convenience and speed, and that the traveling public are subject to great inconvenience and delay, by the manner in which the trains are run, the mixed train frequently being held to allow stock trains to be pushed ahead.

Complainants established by evidence that at the time the road was projected, a committee of citizens went to Burlington on invitation and transportation furnished over the Chicago, Burlington & Quincy road by officials of that company; that they had a meeting with President Perkins, of the Chicago, Burlington & Quincy; Mr. Baldwin, land commissioner of the same and president of the new projected road, and other Chicago, Burlington & Quincy officials; that they were promised by President Perkins, that if they would secure a five per cent tax along the line, they, the Chicago, Burlington & Quincy Railroad Company, would build and operate a first-class road for them. It was urged by many that a second-class road would be thrust upon them similar to the narrow gauge in the eastern part of the county, in aiding which they felt they had been deceived, and to allay opposition on this point, the demand for a first-class road was made and conceded. On



these representations of the Chicago, Burlington & Quincy officials, the committee secured the five per cent tax voted and other local aid. After the road was built and the subsidies secured, the Chicago, Burlington & Quincy Railroad bought up the stock held by citizens (giving, as required by law, at six cents on the dollar) and leased the road for a term of ninety-nine years, the lease carrying with it the obligations of the original company.

The very inferior character of the service on this branch has resulted in driving a large amount of travel and traffic to competing lines, which will account somewhat for reduced receipts and lack of business, and that the business and growth of Mount Ayr has been seriously retarded thereby, and travel and traffic driven from them. It appears also from the testimony that for the first three or four years after the opening of the line, a daily freight train each way, with caboose attached, and a daily passenger train each way were operated, thus recognizing the agreement to make it a first-class line.

FINDING.

After a careful review of the testimony in this case, the Commissioners are of the opinion, and inform the respondent company, that the passenger service on this branch of their line is insufficient and not such as the demands of the public require, or their obligations to the citizens along its line demand. The Commissioners hold:

*First.* That an obligation exists on the part of respondent company to furnish first-class train service, in fulfillment of pledges made at the time of the building of the road, in consideration of the taxes voted and local aid given by citizens on its line.

*Second.* That the method of computation by which respondent road, separating the branch from the main line, seeks to prove it not self-sustaining, is unfair to the branch in that it computes its business on a purely mileage basis, instead of crediting it with the profitable stream of traffic it furnishes, which is carried along the entire line of the parent stem at a profit. Even were it operated at a loss it is becoming a conceded theory in railroading that lateral lines are profitable as feeders, even if operated at a loss in themselves. They are thrown out on either side to secure and occupy territory and shut out competition. They are frequently built mostly by local aid; are the feeders that supply the main artery of trade with life and traffic, and are an individual part of the great system of which they are arms. The recent reports of the Union Pacific Railway show a number of branches whose earnings fail to pay the fixed charges guaranteed by that company, and yet the traffic they bring the main line is conceded to be worth more than the guarantee, and they are regarded as a profitable part of the great system on that account.

The respondent, the Chicago, Burlington & Quincy Railroad Company, is hereby informed that it is required to operate one passenger train a day each way from Bethany Junction, via. Mt. Ayr, to Redding, Iowa, and one freight train with caboose attached a day, each way, and that in the operation of such trains the time cards thereof be so adjusted as to best accommodate the business and travel of the entire branch, and all the stations

thereon. This ruling is made at this time with the view of testing the passenger and freight business that may be done on this line with ample facilities afforded. Should, however, a practical test establish the fact that the light business of this line still continues, regardless of the increased facilities, the case will be reviewed for further ruling.

*Des Moines, Iowa, November 1, 1889.*

MR. DEY'S DISSENTING OPINION.

I cannot agree with the ruling of the Board in this case. I understand the only passenger trains on the line from Chariton to St. Joseph meet at Bethany Junction at 2:15 P. M., and at 2:45 a mixed train leaves for Mt. Ayr, Redding and Grant City. If the speed of this train is increased to fourteen miles an hour, it appears to me, from the testimony in the case, to furnish reasonable facilities for the travel on this branch. It is claimed by the company that the experiment of a passenger train has been fairly tried, with unsatisfactory results. While I do not believe that the company is justified in detaining its passengers on the road, as shown in the testimony, hours beyond a reasonable rate of speed, I see nothing to require more than a mixed train service, provided, that it is promptly rendered, making time on a schedule rate as above indicated.

(Signed) PETER A. DEY.

*Des Moines, Iowa, November 1, 1889.*

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W. J. DAVIS, HARLAN, IOWA,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
*Inadequate train service.*

Filed July 18, 1889.

On July 18, 1889, W. J. Davis filed a complaint against the Chicago, Rock Island & Pacific Railway, in which he states:

*First.* That the railway company since the fall of 1878 has operated a line of railway from a distance of thirteen miles.

*Second.* Since March 18, 1889, has run but one train per day each way, which is a mixed train, and so run that great inconvenience results to the citizens of Harlan.

*Third.* That the town of Harlan has a population of from 2,000 to 2,500 people, and is surrounded by a populous and rich agricultural country, and that one train per day is inadequate to do the business of said station.

Wherefore petitioner asks that the Board investigate the business of Harlan, and the manner of operating the road, and that the investigation be held at Harlan, and that the railway company be ordered to operate two trains per day between Harlan and Avoca.

The Commissioners fixed the hearing at Harlan August 6th, met the complainant and Messrs. Wright and Givin, representing the railway company.



In answer to an order on the company to produce certain books and papers, Mr. Wright filed the affidavit of Mr. St. John, general manager of the road, that it was impossible to furnish them in a shape that would be of any value. It was finally agreed to adjourn the case in order to allow the company time to prepare such information as was required by complainants.

On August 23d, Mr. Davis, by his attorneys, Smith & Cullison, dismissed the complaint, and in reply to a letter from the Commissioners, Mr. Davis states that he feels confident that within a reasonable time they will have the service asked for, and that it will begin on or before October 1st.

On September 13th the Commissioners were officially notified by the superintendent that after September 22d, two trains per day will be run on the Harlan, Carson, Audubon, Griswold and Guthrie Center branches. This closes the case.

*Des Moines, Iowa, September 13, 1889.*

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CITY OF McGREGOR, IOWA.
vs.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
*Asking for a crossing over the railway.*

Filed July 11, 1889.

DECISION OF THE COMMISSIONERS.

On the tenth of July, the Hon. C. W. Walker, mayor, transmitted to the Board a resolution passed by the city council of McGregor.

The preamble recites that the merchants of McGregor have laid out, according to the forms required by law, and built at large cost, a highway from McGregor northwest, crossing the road bed of the Chicago, Milwaukee & St. Paul Railway at Ruble's Mill, and that the company refuses to construct the crossing over their road. Therefore the mayor was directed to file a complaint with the Board of Railroad Commissioners asking them to take action in the case. Accompanying this was the order of the board of supervisors ordering the establishment of the road.

A copy of the papers was submitted to Mr. Miller, general manager of the railway, who replied that the crossing asked for would be extremely dangerous, and that as there is another route leading to McGregor, not necessary.

On August 21st, the Commissioners visited the crossing in company with the mayor and other citizens, also the superintendent and attorney of the railway company.

The situation is as follows: An important highway reaching a large section of country tributary to McGregor comes into the valley of Bloody Run, the stream which the railway follows from the Mississippi at or near Ruble's Mill, and the travel now follows down to North McGregor where it crosses several tracks of the railway and goes between the bluff and the railroads to McGregor. The highway at several points in Bloody Run is

very close to the railroad and between North McGregor and McGregor is so narrow that it is in places, difficult for teams to pass, and when trains are running, is dangerous for ordinary travel. The crossing at Ruble's Mill is at the east side of a rock cut, through which the railroad makes a very sharp curve. Standing on the track a train approaching from the west may be seen a distance of one hundred and fifty feet, by a person in a wagon, with horses close to track, in the position a person would ordinarly be in crossing, the road can be seen seventy-five feet. This is on the south side; in all other directions trains can be seen for a reasonable distance. That the crossing would be dangerous cannot be denied, and that the railroad company under the usual methods of highway crossing in the country, could do nothing to reduce the danger except give the signals required by law, is also true.

It appears to the Commissioners that the access from this region to McGregor in the way now traveled is also dangerous, and that there would be less danger if most or all of it took this new road than if it went by North McGregor.

They can indicate no change of the highway within reasonable limits that would materially lessen the danger. They advise that the crossing be put in at the point indicated, and that the provisions of section 1288 of the Code be fully complied with.

*Des Moines, Iowa, August 30, 1889.*

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EDWARD MCCUSKER, LORETTA, IOWA,

vs.

CHICAGO, ST. PAUL & KANSAS CITY RAILWAY COMPANY.

*Removal of station-house, and inadequate depot facilities.*

Complaint filed July 30, 1889.

DECISION OF THE COMMISSIONERS.

Edward McCusker, a farmer residing in Warren county, near the station of Lida, on the line of the Chicago, St. Paul & Kansas City Railway, complained to the Commissioners that the respondent company had removed its station-house, scales, and a portion of its stock pens from the station of Lida and had discontinued to stop its trains at that point except when flagged; that when the road was being constructed complainant sold the company, in addition to the right of way, some four and one-quarter acres upon the representation by the agent of said company, that a railway station and stock-yards would be built on that land so purchased. That a postoffice has been located at that point, and proceedings instituted to open up highways leading thereto. Complainant asked for the enforcement of the contract, or that the company be required to re-convey the land upon the payment to the company of the purchase money.

The respondent claimed that there was a station now located at Churchville, 2.7 miles southwest from Lida, and another station at Cummings, four miles northeast of Lida, and a station at Parole, on the Des Moines & Kansas City Railway, two miles southeast. That the business at this station, surrounded as it is by other stations, would be inadequate to sustain a station.



The respondent raised the question that the contract with complainant to maintain a station at Lida when the grounds were purchased, if any such a contract was made, was a personal contract, and was such a contract as should properly be enforced in a court of equity, and that the Commissioners had no jurisdiction.

Complainant amended his complaint, setting out that the farmers residing to the west, north and east of this point are greatly inconvenienced by the removal of the depot, and that adequate shipping facilities were not afforded the country adjacent to this point. The amendment was signed by the complainant and twenty-five others.

The Commissioners visited the locality and found that the station-house had been removed from Lida to Churchville; that there was still a water-tank, passing tracks, one stock-pen, and about.....feet remaining, and that the company proposed to leave these facilities as they now are, and also to permit all trains carrying passengers to be flagged by parties desiring to ride upon the same.

On the final hearing complainant, McCusker, withdrew all claim to the enforcement of the private contract for a station except so far as it entered into the case as affecting a public right accruing thereunder. The hearing disclosed the fact that in the last part of 1888 the company constructed a small station-house at Lida, in addition to the other improvements heretofore named, and that early in the summer of 1889 the same was removed as before set out; that no agent or other person was put in charge of the station, and that the freight business was handled entirely by conductors in charge of trains passing this station. That there was received in all for freight delivered at Lida for the months of April, May, June, July, August and September, 1889, $3.43, and there was no freight forwarded from this station during the same period. The total receipts from freight business at the station of Cummings for the same period was $4,658.02, and at Churchville $137.32. There are grain and stock-buyers at Cummings, and an agent in charge of the station; at Churchville there is no agent. The public highways are now located in such a manner as to make the stations of Cummings and Churchville on respondent's line, and Parole on the narrow guage, of easier access for the country contiguous than the station of Lida. Then there are stores and shops at all of these stations, and no buildings of any kind at Lida, and business would naturally go to the first-named stations under the circumstances. It would seem that the present stations on respondent's line, together with the accommodations now afforded at Lida, in connection with the station at Parole, on the narrow-gauge, afford reasonable facilities for the shippers residing east and immediately west of respondent's line. Parties residing in territory still further west have the stations on the main line of the Chicago, Rock Island & Pacific Railway, and the stations on the Winterset branch, south.

The law regulating common carriers contemplates that reasonable facilities should be afforded shippers, and it appears to the Commissioners that there is not such an absence thereof in this case as to warrant them in ordering the opening of a regular station at Lida at this time.

The matter of the alleged private contract between complainant, McCusker, and respondent, is not passed upon.

*Des Moines, Iowa, November 11, 1889.*

W. W. WATKINS, BELLEVUE, IOWA,
vs.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
*Unsafe culvert or bridge.*

Filed July 31, 1889.

Mr. Watkins, under date of July 15, writes Governor Larrabee that culvert K 48, on the river division of the Chicago, Milwaukee & St. Paul Railway, is defective and dangerous, and called his attention to it. July 20, Mr. Hossfeld, private secretary, under instructions of Governor Larrabee, transmits the same to the Commissioners. The attention of the general manager of the road, Mr. Roswell Miller, is called to the bridge, and, on August 13 he replies, giving the report of the bridge inspector, and states that he will put such repairs on the masonry as are necessary. This letter being submitted to the Governor, he states that "he does not see any necessity for further action on the part of the Commissioners." This closes this complaint.

*Des Moines, Iowa, August 29, 1889.*

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F. D. BAYLESS, ELKADER, IOWA.
vs.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
*Insufficient train service.*

Complaint filed July 30, 1889.

DECISION OF THE COMMISSIONERS.

On July 30, 1889, the Commissioners received from the Hon. F. D. Bayless, senator from the Thirty-sixth district, a communication charging that the Elkader branch of the Chicago, Milwaukee & St. Paul Railway, which leaves the main line at Beulah, eight miles west of McGregor, and runs thence sixteen miles to Elkader, is run entirely with a disregard to the comfort and convenience of the public; but one train passes over this branch each way, which is scheduled to leave McGregor at 9:10 and reach Elkader at 11:25, the time for running the twenty-five miles being two hours and fifteen minutes. He further states that the train is used for ballasting the main line west of Beulah, and is late at Elkader from one to two hours, this delay occasioned by the time consumed in unloading ballast, much to the inconvenience of the traveling public.

Mr. Miller replies, admitting the truth of the charges, but justifies them on the plea of economy. He gives the Commissioners the time of the arrival of the train at Elkader for the thirty days between July 9th and August 9th. During that period the train was three times on time, once an hour and fifty minutes late, nine times an hour or more late, and the balance ranging from ten minutes to an hour late. The time of this train is unusually slow, but



seems to be accepted as necessary for the local distribution of freight on a line with light business.

The Commissioners believe that a due regard to the rights of passengers (that have purchased tickets with the reasonable expectation of reaching Elkader from McGregor in two hours) is not shown when the train is used for the purpose of ballasting some other part of the road, and they are detained as stated in the report furnished the Commissioners.

They would advise the company, even if this branch of the road is not profitable, to make the schedule time as near as practicable, and arrange their trains, if necessary to be used in ballasting, at such time as will inconvenience their patrons as little as practicable.

*Des Moines, Iowa, August 16, 1889.*

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J. E. LEEPER & CO., PLEASANTON, IOWA,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY AND HUMESTON & SHENANDOAH RAILROAD COMPANY.
*Overcharge.*

Complaint filed July 30, 1889.

DECISION OF THE COMMISSIONERS.

The complaint of Leeper & Co. is, that the charge of $35.70, is an overcharge of twenty dollars on a car load of bridge material from Garden Grove to Wirt, Iowa. The rates on timber and iron for bridging, in car load lots, are made by the Commissioners' schedule, one fifth class and the other class B, the rate being the same on both. The car was weighed at Humeston, and the load found to be 26,000 pounds.

The Commissioners' rate, Garden Grove to Humeston, seven miles, class A road, is 5.18 cents per cwt.; from Humeston to Wirt, thirty-seven miles, class C road, is 8.55 cents per cwt.; through freight, per hundred, 13.73 cents.

26,000 pounds, by 13.73 cents per cwt.....$35.70

There seems to have been $11.90 advanced charges before the car left Garden Grove, which makes the amount of the bill $47.60.

If the case is stated correctly, there is no overcharge; under the existing law there is no authority given to require the roads to pro-rate, and the apparent excess is due to charging two short rates instead of pro-rating for the forty-four miles, as probably was formerly done.

*Des Moines, Iowa, August 13, 1889.*

CITIZENS OF CONE, IOWA,
vs.
BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.

*Inadequate passenger train service.*

Filed August 13, 1889.

August 13, 1889, complainants filed their petition asking that all passenger trains on respondent's line be required to stop at Cone whenever there are passengers to get off or on at that station. That at present the only train in which complainants can go north to West Liberty is the way-freight, at 9 P. M.

The complaint was forwarded to the company, and on the 9th of October complainants write that all trains now stop at Cone on signal, except the fast express going north in the evening, which does not cause any great inconvenience. Case closed.

*Des Moines, Iowa, October 15, 1889.*

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CHICAGO & NORTHWESTERN RAILWAY COMPANY
vs.
SIOUX CITY & NORTHERN RAILWAY COMPANY.

*Asking the Commissioners to order the Sioux City & Northern Railway to construct an over or under-crossing, and prohibit a crossing at grade.*

Filed August 21, 1889.

DECISION OF THE COMMISSIONERS.

On August 21, the Chicago & Northwestern Railway Company, by N. M. Hubbard, attorney, filed a complaint against the Sioux City & Northern Railway Company, which complaint states that it operates a line of railroad through the State of Iowa (which constitutes part of a through line between Chicago and Huron, in South Dakota), over which road there is a large and increasing traffic.

The Sioux City & Northern Railway Company is constructing a line of railway from Sioux City in a northerly direction to the north line of the State of Iowa, and purposes to make a grade crossing over the track of the Chicago & Northwestern Railway at Maurice station. He attaches a map and profile of the Chicago & Northwestern in the vicinity of the proposed crossing, and objects to a grade crossing at the point proposed for the following reasons:

*First.* The point of crossing is at the foot of a one per cent grade in both directions, which makes it impossible to stop and start trains.

*Second.* The curvature is so great that the crossing is obscure in both directions.

*Third.* An over-crossing is practicable at this point and can be made at a reasonable cost.



The petition asks the Board to give notice to the Sioux City & Northern Company, and fix an early day for the hearing. He also attaches the correspondence between the officers of the two companies relative to the proposed crossing.

The Commissioners fixed August 28, and met the representatives of both roads at Maurice station on that day, examined the location and listened to a full discussion of the case.

On same day Mr. S. S. Dows, in behalf of the Sioux City & Northern Railway, addressed a communication to the Board accompanied by a profile, in which he claims that it would be almost impossible to go under the Chicago & Northwestern track, while if that company would lower their track five feet it might be possible, at great expense, to go over them. He thinks that if the track of the Chicago & Northwestern was raised two feet a good and safe grade crossing could be made.

On August 29, Messrs. Hubbard and Hodge appeared before the Board and made an argument, after which a notice was sent to the Sioux City & Northern, saying the Commissioners desired to make further investigations, with a view of determining the elevation of high water and other questions that may arise in the event that an under-crossing is found necessary, and recommended that the company suspend work on the grade in that vicinity until these questions are determined, fixing September 5 as the date when they would take further testimony at Maurice.

The Commissioners, on September 5, went to Maurice and took testimony in regard to the elevation of high water in the West Floyd valley, from engineers, firemen, conductors, and men in charge of the tracks, on the part of the Chicago & Northwestern Company, covering the period the road has been in operation; also, on the part of the defendant, of persons who were living at Maurice and vicinity and those who had lived there for long periods. There was very much conflict in the statements of parties, but no claim that the railroad bridge over the Floyd river was not high enough to be perfectly safe from any previous floods. To this all parties agree.

As to the high water mark, there was a discrepancy of at least four feet in the statements of witnesses. There was enough doubt thrown upon the subject to make the Board question whether the grade line fixed by the survey of the Chicago & Northwestern engineer was a safe one, and incline them to reject the plan of crossing submitted, as to raise the Chicago & Northwestern road the additional height of four feet necessary to make this difference they found would materially increase the cost of construction over the estimate.

They then took up the grade crossing. In cases previously decided by them they have held that crossing on similar grades were dangerous and should not be permitted, if they could be avoided at a reasonable cost.

The only practicable method they could find that would avoid the grade crossing at this point and keep the cost of the work within reasonable limits, was to extend the level grade over the bridge on the Chicago & Northwestern track, east to the proposed Sioux City & Northern crossing, and from that point ascend with a maximum gradient, east, intersecting the present grade near the center of the Maurice station grounds. This would, to a limited extent, affect these grounds, but as the business at that point is small, and, as is in testimony, the through trains do not stop there, the mat-

ter is not a serious one. This change would allow the Sioux City & Northern to pass over the Chicago & Northwestern without extreme cost; the lower road would be, as shown by the testimony furnished by respondent, only about a safe distance above high water. This is really the plan suggested by Mr. Dows in his letter of August 28, and the only feasible one presented to the Commissioners for an over-crossing.

The Commissioners order and direct that the Chicago & Northwestern change their grade, and that the Sioux City & Northern construct the over-crossing on the relative elevations at the crossing, indicated in the preceding paragraph.

The Commissioners have not thought it necessary to sustain their finding in this case by argument or authorities other than to cite their decisions previously made covering every question raised in this case.

The points raised were decided by the Commissioners in the complaint of the *Illinois Central vs. Waverly Short Line, et al.*, Commissioners' report for 1886, page 574; the *Humeston & Shenandoah vs. Chicago, St. Paul & Kansas City*, report of 1887, page 709; and *Chicago, Rock Island & Pacific Railway vs. Davenport, Iowa & Dakota Railway*, report of 1888, page 829.

In apportioning the cost of construction over that of a grade crossing they follow the rule laid down by Judge Drummond in the case of the *Chicago & Northwestern Railway vs. Chicago & Pacific Railway*, Bissell's reports, vol. 6, page 219. They adopt the reasoning of the learned judge and advise that the Chicago & Northwestern Railway bear the expense of lowering their tracks as indicated above, and the Sioux City & Northern Railway to cross this road at an elevation high enough to allow twenty feet in the clear above the rails of the Chicago & Northwestern Railway, as they now are on the bridge over the Floyd river, and that the latter company pay the cost of their own construction and maintain the same.

*Des Moines, Iowa, September 12, 1889.*

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CAMPBELL & MEHLMANN, MASSENA, IOWA,

vs.

CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY.

*Delay and discrimination.*

Filed August 22, 1889.

DECISION OF THE COMMISSIONERS.

Messrs. Campbell & Mehlmann, of Massena, on the Cumberland branch, filed a complaint August 22, 1889, against the Chicago, Burlington & Quincy Railroad Company, asking redress for discrimination against them and delay in shipping out loaded cars of grain, by which serious loss was occasioned them, and their business injured. The complainants say their cars of grain some times stand on "the track a week after loaded and billed out, while cars loaded by the other grain dealer of this town are taken out promptly as loaded. They only give us one day to load a car, or else charge us demurrage for each day or part of a day over. We have always suffered quite a loss by the decline in corn and oats since cars were loaded. Two cars of shelled corn standing on the track here over a week. Six of our cars of corn stood on the track here last spring for three weeks after they were billed out, and during the time the market declined six cents per bushel."



The respondent, in answering the complaint, through its general manager, E. P. Ripley, September 14th, acknowledges delay in transporting cars, but denies that any discrimination is practiced against complainants, and says: "At the time the complaint of the delay is made, we had on this part of our line a sudden rush of business which was more than we could take care of on our regular trains, and yet not enough to warrant our running any extra trains on the branch. This necessitated the holding over of certain cars, among which were those of Messrs. Campbell & Mehlmann, and also some of Mr. Dunlap's, which were delayed an equal length of time with those of the former, the delay in each case being six days. You will therefore note that there was no discrimination whatever, and I can only say in regard to the delay, that it was unavoidable and is not likely to occur again."

Complainants, September 19th, reiterate the charge of discrimination in favor of another shipper, but, inasmuch as the general manager says it shall not occur again, they ask to have the case terminated without prejudice.

Discrimination, either in furnishing or handling cars, has ever been recognized by this Board as contrary to the statute and against public policy. In this case "a sudden rush of business" is urged as making the delay unavoidable. The Commissioners would regard it as an extreme case in which loaded cars would be required to remain unmoved for six days on side track, subjecting the shipper to delay in getting grain to market and risk of loss by depreciation in price, etc. In their decision in the case of *D. Rothschild & Co. vs. The Chicago, Milwaukee & St. Paul Railway Company*, December 5, 1889, Commissioners' report for 1887, page 783, the board held 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 opinion that payment for the use of the car 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."

In this case the Board hold the same view as a demurrage for loading as above for unloading; and while requiring diligence on the part of shipper in loading and unloading, hold, that the same diligence should be exercised on the part of the carrier in transporting the car after it is loaded.

Case closed without prejudice.

*Des Moines, Iowa, September 27, 1889.*

C. J. HOLMAN & BRO., SARGENT'S BLUFFS, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY COMPANY, SIOUX CITY & PACIFIC RAILWAY COMPANY.

*Asking that the railways be required to make joint rates to Council Bluffs.*

Filed August 21, 1888.

On August 19th, C. J. Holman & Bro., of Sargent's Bluffs, wrote the Board that by the Commissioners' distance tariff they would be enabled to ship brick into Council Bluffs, the distance being 90 miles, the rate 4.72 per hundred, while the rate charged the sum of the two locals, was 6.56 per hundred. They further state that for all points on the Chicago & Northwestern east of Onawa and Missouri Valley they ship brick on a joint tariff, which is the Commissioners' rate, and they ask if the railways make joint rates east and north, why should they not be required to make them west and south. They find a market for paving brick in Council Bluffs, but the sum of the two locals is against them. They ask an order from the board for a rate which shall not exceed the Commissioners' distance tariff for the same distance on one road, and a rebate on the excess freight paid.

The subject was submitted to the general freight agent, and on August 29th, W. C. Goudy, general counsel, replied. He states:

*First.* That the Sioux City and Pacific Company is a distinct corporation from the Chicago & Northwestern, and the business of each company is kept separate.

*Second.* There is no obligation imposed by law on these companies to make a joint tariff or joint agreement as to rates, which he understands has been recently held by the Commissioners.

*Third.* Understanding the law to be so, an agreement was made to charge the Commissioners' rates as per distance tariff from all points on the Sioux City & Pacific north of Missouri Valley and east of Onawa, and east of Missouri Valley; as such agreement does not embrace stations on the Chicago & Northwestern between Missouri Valley and Council Bluffs, each company charges the rates fixed by the Iowa distance tariff on its own line.

*Fourth.* He understands the law to permit such an agreement and that it is not a discrimination, but says if the Commissioners are of the opinion that such an agreement is illegal, it will be discontinued and that each company will charge the local rates fixed by the distance tariff, leaving the rates to Council Bluffs as they are.

The Commissioners have held in the complaint of *Shippers of Davenport vs. The Chicago, Rock Island & Pacific and The Burlington, Cedar Rapids & Northern Railways*, that the law confers on them no power to compel the two companies to make joint rates. To decide that this action of the companies was discrimination might deprive the complainants of some advantages they now enjoy, without accomplishing the object sought.

The parties, in a letter dated September 17th, seem to indicate that for the present they do not insist on carrying the matter further.

The case is closed without prejudice.

*Des Moines, Iowa, September 19, 1889.*



CITIZENS OF CHEROKEE COUNTY, IOWA,

vs.

DUBUQUE & SIOUX CITY RAILROAD COMPANY.

*Petition for the establishment of a new station*

Complaint filed August 31, 1889.

DECISION OF THE COMMISSIONERS.

On August 31, 1889, a petition signed by Robert M. Prelton and ninety eight others, asking the aid of the Commissioners in procuring for the subscribers a station on the Dubuque & Sioux City Railroad, about half way between Marcus and Meriden, which are eleven miles apart. The petition is accompanied by a letter signed by Andrew Anderson and J. W. Daily, corresponding committee in behalf of petitioners, in which they assign the reasons why a station should be ordered. The place asked for is about half-way between Meriden and Marcus. *First*, the country between the two towns is highly productive and thickly settled; *second*, "the west fork of the Little Sioux, two miles east of Marcus, makes access to that market difficult during a great portion of the year;" *third*, "a station would be of great advantage to a portion of territory equal to about thirty-six sections;" *fourth*, the products being largely grain the haulage of the surplus an additional five miles is a heavy tax on the producers; *fifth*, last year they made a proposition to the railroad company to donate the necessary land for the side-track and do the grading, on condition that the company put in the stock-yards, lay the track and furnish a platform for what is called a flag-station, which proposition was approved by Mr. Gilleas, superintendent of the Iowa division, but nothing has been done, and they call the Commissioners to investigate the situation and secure for them the commercial facilities that the company is under obligations to furnish its patrons.

The complaint was forwarded to the general office, and on September 12th C. A. Beck, acting general manager, replied: *First*, that the distance between Marcus and Meriden was 9.11 miles, not eleven, as stated by petitioners, and this is not an unusual distance between stations; Marcus to Ramsen, is 8.49 miles; Aurelia to Cherokee, is 9.35; Fonda to Newell, 8.19; Pomeroy to Fonda, 8.49. *Second*, the statement of the action of Mr. Gilleas is practically correct. He told the parties what they would be required to do if the company decided to open a station. After his report was received and full consideration given to the matter by the officers of the company, it was not deemed advisable to take the action asked for. The opening of such a station would not add to the revenue of the company, but would simply be an item of additional expense, and that the parties were equally well served with business facilities as those living on other portions of the road.

Remonstrances were sent to the Board, signed by S. S. Striker and thirty-two citizens of Meriden, and J. P. Roe and thirty-one citizens of Marcus. The substance of the remonstrances is that the two towns have prepared themselves to furnish all the business facilities required for this section of country; that the establishment of an intermediate station would be a detriment to both towns, and an advantage to only a few persons living in the vicinity; that the roads are as good as any in the country, and as produce

dealers they pay all that the conditions of eastern markets will allow. They particularly desire to impress upon the Board that their investment in grain-houses and other property will be rendered worthless by establishing a station that will divide the business without increasing the volume.

On October 2, 1889, the Commissioners went to the place designated, with the superintendent and western freight agent of the road. They met the complainants and a large delegation from the towns of Meriden and Marcus, and the entire subject was discussed fully, by those desiring the station and those opposing it.

The Commissioners have hesitated to order new stations where the railroad companies urge that they will add materially to the cost of operation of the road without any increase of business, and have ordered them only in cases where the accommodation and convenience of the public absolutely required further station facilities. The power conferred by law is absolute, and from it there is no appeal; it should, therefore, be exercised with discretion. It seems to be the experience of railroad men that, other things being equal, six or seven miles apart is the most desirable distance between stations, and that nine miles is not specially in excess. Business interests may develope something that will require them closer. In this case the Commissioners see no public necessity that would justify them in insisting on an intermediate station against the judgment and protest of the managers of the road. The law governing common carriers seems to imply that only reasonable shipping facilities are required, and there is not such an absence thereof in this case as would warrant the interference of the Commissioners, the testimony showing that at both Marcus and Meriden there were good markets and adequate facilities.

*Des Moines, Iowa, October 31, 1889.*

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The undersigned dissents from the conclusions in the foregoing opinion for the following reasons:

The location where the depot is asked is central, and especially suited to accommodate a large section of country that is thickly settled, (there being no unoccupied tillable lands), is in a high state of cultivation, and would, in my opinion, be a profitable shipping point to the railroad company. A level divide runs north from this point a distance of eight or ten miles, some six miles in width, affording a convenient market, with good roads, for a section of country of 36 to 50 sections of land, most of the occupants of which are petitioning for this depot, and which would bring most of them four or five miles nearer a station with good postal facilities, and to which they could make two trips a day instead of one, as at present. This is exclusively a farming community, the surplus products of which are wheat, oats, corn, flax, etc., all more or less bulky, and the present transportation of which five or six miles further is a serious burden; in addition, there is little or no fuel in this section, and nearly, if not all, the fuel used is required to be hauled from the railroads this extra distance. The road to Marcus is rough and hilly and bad at certain seasons, and a change to the new station proposed would be a great relief to a large section of country, both north and south of the railroad. It is in evidence that the railroad officials have



for years had in contemplation a station at this point. Several times their officials have examined the location for that purpose, and parties have been induced to purchase land in this vicinity by statements to that effect. The stations on either side are respectively numbered 187 and 189, a correct number for a new station being conveniently omitted. Only last July Superintendent Gilleas visited the location with engineers, looked over the ground, had an estimate made as to cost of grading, and dictated a proposition for the citizens to make to the company, as follows: "They to donate to the railroad company the necessary land for side tracks and do the grading, the company to put in stock yards, lay the track and furnish the platform for a flag station." The report was sent to headquarters, but was not ratified by the company on the ground that "the opening of a new station there would add to the company's expense, but not to its revenues." On this point I am in full accord with the decision of the Board in 1884, in establishing a station between Ida Grove and Odebolt, (see Commissioners' report 1884, page 495), in which they say: "The Commissioners are not prepared to admit that the only elemnt of railway stations is whether or not they are profitable to the company. Public interest is the reason assigned for the State granting railways special privileges, and it does not seem that they should be given merely for the profit of the company, without some reciprocal public advantage." This is very pertinent in this case, and as true now as it was in 1884.

The distance between the proposed station and those on either side is about 5 miles; the average distance between stations in Iowa, 5.75 miles. The lay of the country, the condition of the roads and the central position, all make this location especially desirable for the accommodation and convenience of the public in this section of Cherokee county. The distance between Odebolt and Ida Grove is 12 miles, between Meriden and Marcus between 9 and 10 miles, about an average distance for stations.

In the Ida county decision referred to above the Commissioners say, regarding the distance between stations: "Railway stations are usually established at about the distance from each other that this would be from the two points above mentioned, and often still nearer. The Commissioners, after looking over the situation, feel it their duty to recommend, as authorized by section 2, chapter 77, laws of the Seventeenth General Assembly, that the Chicago & Northwestern Railway Company establish and operate a station at a suitable point, to be determined by themselves, between Ida Grove and Odebolt."

Apply the above in this case. I am of the opinion that, under the same statute, the Dubuque & Sioux City Railroad should establish and maintain a flag station, with platform and stock-yards, at such point between Meriden and Marcus as may be determined on, when the said petitioners furnish suitable grounds for the same, as agreed on.

F. T. CAMPBELL.

*Des Moines, Iowa, October 31, 1889.*

SHIPPERS OF DAVENPORT,

vs.

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

*Discrimination; prayer for order.*

Filed September 10, 1889.

DECISION OF THE COMMISSIONERS.

On September 10, 1889, the Seig Iron Company, Van Patten & Marks, and thirteen other mercantile firms and shippers of Davenport, filed their petition with the Commissioners, asking for an order against the respondents, the Burlington, Cedar Rapids & Northern Railway Company and the Chicago, Rock Island & Pacific Railway Company, to afford the complainants relief under the findings of the Commissioners in a former complaint by the shippers of Davenport against these respondents, rendered on the 9th day of August, 1889. Complainants aver that they are large shippers over respondents' lines in Iowa and that the withdrawal by respondents of all joint tariff rates for local business on their Iowa lines about February 1, 1889, and the substitution instead of the maximum rates and the charging of full local rates on the short haul instead of the lower joint rate voluntarily in force prior to that time makes it impossible for Iowa shippers to sell in competition with Chicago, who enjoy the joint rates in force on inter-state shipments and makes a discrimination against Iowa business interests that is demoralizing and destructive of their prosperity. Complainants ask specifically that the Commissioners will particularly order:

*First.* Fix and determine the maximum charges to be thereafter made by said companies for the transportation of freight between stations on their respective lines in Iowa, and that said rates shall not exceed the rates per ton per mile which each of said roads receives as its per centage of shipments from points without the State to points within the State, or points within the State to points without the State, under the inter-state tariff promulgated by said companies; or if this be not ordered,

*Second.* That it fix and determine the maximum charges to be thereafter made by the said Burlington, Cedar Rapids & Northern Railway Company for transporting freight and merchandise upon its line of road, and that the same shall not exceed the rates prescribed by this Board for what is known as class "A" roads in the schedule of reasonable maximum rates of charges heretofore promulgated by this body; or, if this be not ordered,

*Third.* That it fix and determine the maximum charges to be thereafter made by the Burlington, Cedar Rapids & Northern Railway Company for transporting freight and merchandise received by it from the Chicago, Rock Island & Pacific Railway Company, or delivered by it to said company, and that the same shall not exceed the rates heretofore prescribed by this body for what is known as class "A" roads as defined in the schedule of maximum rates of charges heretofore promulgated by this body.

*Fourth.* That it make an order requiring said companies to through bill shipments between stations on their respective lines in Iowa as is now done on shipments from points within the State to points without the State, and from points without the State to points within the State, or that they so increase their clerical force at junction points that Iowa shipments shall be transported as rapidly as Illinois shipments.

*Fifth.* That said Burlington, Cedar Rapids & Northern Railway Company be ordered to cease to attach a special fast freight car to passenger trains on the Decorah division,



unless its trains can be so arranged, or its clerical force at West Liberty can be so increased, that it shall be possible for the shipments of petitioners to get the benefit of such car on an equality with Chicago shippers; and

*Sixth.* That they have such other and further relief from the evils resulting from the matters and things hereinbefore referred to, as this honorable body can afford under the provisions of the statutes of the State of Iowa.

The respondent, the Burlington, Cedar Rapids & Northern Railway Company, in its answer denied that its charges are unreasonable or unjust; denied each and every charge of discrimination, and stated that, in all matters therein referred to, its charges are reasonable and just, and made in obedience to law; and denied the legal power of the Commissioners to order or compel respondent to perform the matters and things prayed for by complainants.

The respondent, the Chicago, Rock Island & Pacific Railway Company, for its answer denied each and every allegation in the complaint, and especially denied the power and jurisdiction of the commissioners to make any order prayed for in the complaint.

On September 20th, following, complainants amended their complaint as follows:

*First.* They amend the first prayer in said complaint contained, by adding thereto the following: Then that such maximum charges shall be fixed upon a *pro rata* per mile of the rates now prescribed by this body for class "A" roads, the same being based upon a continuous mileage, and that each of said companies be allowed a terminal charge of one cent per hundred pounds in addition to the Commissioners' rates for such continuous mileage, or if neither of these orders be made, then

*Second.* Complainants amend the fourth prayer of such complaint so that the same shall read as follows: "Fourth. That it make an order requiring said companies to through bill and through load shipments between stations on their respective lines in Iowa, as is now done on shipments from points within the State to points without the State, and points without the State to points within the State.

*Third.* Strike the following words from the fifth prayer, "or its clerical force at West Liberty can be so increased."

There was no evidence introduced, except the tender of the testimony in the original hearing. To this respondents objected. The Commissioners decided, under section 19 of chapter 28 of the acts of the Twenty-second General Assembly, to consider the information already before them in the former hearing. Complainants and the respondent, the Chicago, Rock Island & Pacific Railway Company, filed written arguments. The respondent, the Burlington, Cedar Rapids and Northern Railway Company, submitted the case without argument.

In the original hearing the Commissioners found the following facts:

The charge that the sum of the two locals as applied to Iowa business, is greatly in excess of the inter-state rates for like shipments for like distances, is sustained.

The charge that it has heretofore been the custom to pro rate with other roads, by joint tariffs within the State, and that the same is not prohibited by law, is sustained.

The charge that the rebilling and transfer at junction points causes unnecessary delay, and gives undue advantage to inter-state shipments, is sustained.

The charge that the Burlington, Cedar Rapids & Northern Railway Company transports inter-state shipments by special car attached to passenger train on the Decorah branch, a privilege and facility not available to Davenport shippers, is sustained, the facts showing that the delay caused by re billing and breaking bulk at West Liberty prevents their goods reaching Cedar Rapids in time to connect with this car.

The last Legislature authorized and directed the Commissioners to fix maximum rates of freight charges for each of the railroads of Iowa. It directed specifically how these rates were to be made, pointing out the different steps to be taken, thereby limiting any general powers with reference to rate regulation that the Commissioners might have been authorized by a previous statute to exercise. The authority of the Commissioners is derived from the statute, and beyond its express provisions they cannot act. It was urged by complainant that the Commissioners were not prohibited from putting in a joint tariff, and that a joint tariff would not be a discrimination punishable by any of the provisions of the act, and hence, the Commissioners could exercise implied powers. This position does not appear to us to be properly taken.

It was also contended by complainant that if the Commissioners had any doubt as to their authority to act under the statute, it would be proper to disregard the doubt, and that if a mistake was made, the courts would restrain their improper act. The Commissioners are of the opinion that when there is a reasonable doubt of their authority to act, that the authority should not be exercised, and finding in the law no direct authority for making a joint tariff, this complaint is dismissed.

The first ruling asked for contemplates a revision of the maximum rates of charges as to the roads of respondents upon the basis of inter-state rates, and also the fixing of rates upon a continuous mileage, with a one cent per hundred terminal. The Commissioners do not feel warranted at this time in changing their rates, nor in putting in joint rates under another name.

The second ruling, asking that the Burlington, Cedar Rapids and Northern Railway Company be given class A rates, is not granted.

The third, asking that a rate be fixed for freight received by the Burlington, Cedar Rapids & Northern Railway Company from the Chicago, Rock Island & Pacific Railway Company, or delivered to it, not exceeding the rates of class A roads, would be a discrimination, unless the same rates were fixed for all its business, and hence this ruling is not granted.

The fourth, asking for through billing and through lading between stations on their respective lines, seems to be within the authority of the Commissioners, and the respondent companies, the Burlington, Cedar Rapids & Northern Railway Company and the Chicago, Rock Island & Pacific Railway Company, are hereby informed that such through billing and through loading and transporting, as was the custom on their lines prior to February 2, 1889, the date of the withdrawal of joint rates, would be regarded as reasonable and just, and such as the public are entitled to, and have a right to expect.

The fifth, asking that the Burlington, Cedar Rapids & Northern Railway Company be ordered to cease to attach a special fast freight car to passenger trains on the Decorah Division, unless its trains can be so arranged that it shall be possible for petitioners to get equal benefit with Chicago shippers, is approved to the extent that respondents are informed that so long as this special car is run in this manner, complainants should be accorded the privilege of having their merchandise in this car.

*Des Moines, Iowa, November 1, 1889.*



JULIUS IVES, DICKENS, IOWA,
vs.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
*Damage for stock killed.*

Complaint filed September 15, 1889.

DECISION OF THE COMMISSIONERS.

On the 15th of September, 1889, Julius Ives, of Dickens, entered complaint against the Chicago, Milwaukee & St. Paul Railway Company, claiming $75 for cattle killed by respondent road, on June 8 and October 11, 1888, the cattle getting upon the track through a defective wire fence, which was down for several rods along the track where the stock was killed, one of them at or near a crossing.

J. F. Tucker, assistant general manager, replies September, 18, 1889, to the complaint: "We had this claim thoroughly investigated at the time, and are satisfied that we are not liable. Our fence, gate and cattle-guards were in good condition, and we have good evidence that the gate was closed at the time, and that the cattle got on our track through avenues over which we have no control." Again, October 1st, Mr. Tucker writes: "Our section foreman's report, made on the spot at the time, shows right of way found on both sides with a good fence, and the gate in good condition."

November 19 complainant filed the affidavits of James Johnson and seven others, setting forth the facts of the killing "of the stock, and that said stock were killed by reason of the failure of said company to properly keep in repair the fence on the north side of the track; the wire fence at said date, and for more than two months before the date of the killing of said bull being down, the said company having had actual notice thereof before said time;" that it has neglected to erect and provide "either a fence or cattle-guards on the east and south sides of said highway, and that by reason of the lack of said fence and cattle-guard the said steer strayed upon the track of the said company and was killed."

November 21 Roswell Miller, general manager Chicago, Milwaukee & St. Paul Railway Company, writes the secretary of the Board, in reply to letter inclosing copies of affidavits above, saying: "In answer thereto I have only to refer you to our previous answer in this case, and to say that nothing has come to our knowledge since that time that leads us to change our judgment that we are not liable."

The evidence in the case is positive and without attempt at refutation, as to the lack of cattle guards, lawful fence and proper safeguards against stock getting on the track, and the Commissioners are of the opinion that the respondent road is liable to complainant for the stock killed as set forth in the complaint.

*Des Moines, Iowa, November 26, 1889.*

MRS. RILLA GILLESPIE, CHADRON, NEB.,
vs.
CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY.
*Asking a refund of the portion of a ticket from Chadron, Neb., to Mt. Ayr, Iowa, stolen from her at Council Bluffs.*

Filed August 22, 1889.

DECISION OF THE COMMISSIONERS.

On August 22, 1889, L. T. Long, of Blackmore, Iowa, writes the Commissioners that his daughter, Mrs. Rilla Gillespie, while on her way from Chadron, Nebraska, to Mount Ayr, had her pocket-book, containing her money and ticket, stolen from her at Council Bluffs; that on surrendering her check she was carried from Council Bluffs to Mt. Ayr, and the trunk was held until the fare was paid. He claims that, having paid for the passage, she was entitled to the transportation regardless of the ticket. An affidavit made by Andrew T. Britton, Charles A. Gillespie, and John Gillespie, states that on August 4, 1889, the ticket was bought for her. Jene Fincher, ticket agent of the Fremont, Elkhorn & Missouri Valley Railroad Company, at Chadron, states that on August 4 he sold one ticket from Chadron to Mt. Ayr. J. T. Seitz, agent at Mt. Ayr, receipts a bill for $7.06, which covers railroad fare and hotel bill at Chariton.

The answer of the railroad company admits all the facts, but denies any responsibility, as the ticket lost was good in anybody's hands, and if presented, the holder would be entitled to passage. With this view the Commissioners coincide, entertaining the opinion that the ticket was like the money in the pocket-book, good in the hands of the holder, and that the company was not bound, by the mere fact of exchanging a ticket for money, to insure her against loss by theft or otherwise.

*Des Moines, Iowa, September 18, 1889.*

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THE RIPPEY COAL COMPANY, RIPPEY, IOWA,
vs.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
*Overcharge on coal.*

Filed September 29, 1889.

On September 25, the Rippey Coal Company files a complaint that the Chicago, Milwaukee & St. Paul Railway charged on carload of coal, weighing 30,000 pounds, from Ruthven to Beloit, both places being in Iowa, the distance 93 miles; rate charged, $2 per ton; the rate by the Commissioners' tariff for this distance would be 97 cents per ton. The company also charges $1.90 per ton to Hawarden.



The matter was submitted to Mr. Miller, general manager, who, on September 26, stated that the billing is erroneous, and asks the expense bills to be forwarded him for correction. They were returned to complainants with copy of Mr. Miller's letter. When the correction is made the case will be dismissed.

*Des Moines, Iowa, October 10, 1889.*

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C. L. ROBERTS, GRINNELL, IOWA,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
*Inadequate track facilities and discrimination.*

Filed September 26, 1889.

On September 26, 1889, the complainant filed with the Commissioners a statement to the effect that he is the owner of a grain elevator at Malcom, located on ground adjoining the right of way of the respondent company, and immediately opposite the station yards; that a party by the name of Hubbert is also a dealer in grain and runs an elevator at said station; that the railroad company has put in a spur track to the elevator of said Hubbert, which enables him to load directly from his elevator into the cars; that the company refuses to construct the necessary track, 120 feet in length, to complainant's elevator.

To this complaint the company, by Thomas S. Wright, general attorney, replies that the necessary surveys are being made preparatory to putting in a track, and that the track will be completed as soon as the line can be properly fixed by the engineer. Case closed.

*Des Moines, Iowa, October 15, 1889.*

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A. B. SEAY AND OTHER CITIZENS OF LESLIE AND CLARKE COUNTY, IOWA,
vs.
DES MOINES & KANSAS CITY RAILWAY COMPANY.
*Abandonment of station.*

Filed September 10, 1889.

DECISION OF THE COMMISSIONERS.

The above entitled cause was filed with the Commissioners September 10, 1889. About January 1, 1889, the station at Leslie, on the Des Moines & Kansas City railway in Clarke county, which had been in existence since the building of the road in 1882, was closed by the company and the agent and operator transferred to Phillipsburg, a new station three miles north of Leslie. June 1st General Manager Newton, sent the key of the station to

Mr. A. B. Seay, a merchant of Leslie, informing him: "You can use the room for storing goods, as you may find it convenient;" also intimating the intention of the respondent company to abandon Leslie station and remove station building, stock yards, etc., to Green Bay, a new station two miles further south.

Against this abandonment and removal, Mr. Seay and ninety-one other citizens of that vicinity remonstrated, and asked the Commissioners to prevent the consummation of the same and protect their rights in the matter.

The attention of General Manager Newton being called to the complaint, he replied at length, October 11th, with map accompanying, claiming that "The station was not self-sustaining, that the average receipts at Leslie for 1888, would not pay services of agent and incidental expenses for lights, stationery, etc. We therefore closed the station January 1, 1889, at the time we opened Phillipsburg station, three miles north of Leslie. So far as we are able to learn, this Leslie station has never paid expenses, and for the six years that it was kept open there were no new buildings or new business started at that point to indicate or warrant a continuance of the station there. We built at Phillipsburg a station, which is five miles south of Osceola, and we have recently established a station at Green Bay, a point two miles south of Leslie, or about five miles south of Phillipsburg and four miles north of Van Wert, which you will notice divides up the whole territory between Osceola and Van Wert in a way to better accommodate the communities along our line than the one station at Leslie ever could do." Accompanying this is a monthly statement of receipts at Leslie from January 12, 1888, to January 1, 1889, of $403.32.

While the question has been pending before the Commissioners, the respondent company has removed its station buildings, stock yards, etc., from Leslie to Green Bay, abandoning that point as a station and thereby causing grain and stock shippers to remove to Green Bay or Phillipsburg to obtain shipping facilities. It is averred by complainants, and not denied, that at the time of the building of the road, a proposition was made to the citizens of that vicinity, that in consideration of the deeding of certain lands to the Des Moines, Osceola & Southern Railway Company (of which the Des Moines & Kansas City Railway Company is the legal successor), the company thereby "agreed to locate and maintain a station at Leslie, with proper shipping facilities," etc. This agreement was accepted by both parties and the consideration on the part of the citizens paid over, as also private contributions to the road on a proposition that the station was to be located and maintained within that township. That by reason of the above agreement and the location of the station a "town was laid out, lots were sold and buildings erected thereon, grain houses put up, a store, postoffice, etc., established, and since maintained;" that if the station is permanently removed or suffered to lie idle, these would greatly deteriorate in value, etc.

The Commissioners visited the locality, November 20th, and heard the statements of a large number of citizens, respondent company being represented by Assistant General Manager Sherwood. The facts as to the agreement between the citizens and the Des Moines, Osceola and Southern Railway Company as to locating and maintaining Leslie station were fully established, but respondent company disclaimed any responsibility for the



obligations or debts of its predecessor, stating that it came into possession of the road by sale made by a receiver on an order of the court, and is absolute owner, free from any prior incumbrance or burdens.

As to the business at Leslie station, the testimony shows that a large amount of grain was hauled there prior to the agitation of the question of removal, one shipper stating that from September 7, 1887, to January 31, 1888, the Union Elevator Company purchased grain to the amount of $8,650.07; that there were two other buyers who shipped as much more; that a large amount of stock was also shipped from Leslie. Complainants also claimed that a deliberate and systematic attempt had been made for months prior to removal of station to detract from the business there by removing the agent and billing Leslie business from other points. J. P. Noll & Co., stock shippers, certify that "in the last two years the stock we have shipped from Leslie has almost invariably been billed from Phillipsburg."

The question as to how the public can best be served in the location of stations, while at the same time not materially increasing the burdens of the carrier, enters largely into cases of this character. Leslie station was centrally located, in an excellent farming country, eight miles south of Osceola and six miles north of Van Wert, with a country tributary to it east and west, of sixteen miles in extent, accommodating a section that has no other convenient railway facilities, and which has been largely benefited by it heretofore which will be placed at a disadvantage by the discontinuance of Leslie station. The location of the stations of Phillipsburg and Green Bay several miles nearer competing lines was done by respondent company, evidently with the intent of increasing its business, at the same time holding the territory between these stations, formerly tributary to Leslie, and now compelled, at great disadvantage, to come a greater distance to these points for lack of better facilities.

The policy of establishing two stations in territory that it is claimed has heretofore been unable to pay operating expenses of one is a financial problem the Commissioners are unable to solve from a business standpoint. To successfully compete with two standard gauge roads having through connections east, and rapid transit without breakage of bulk and which have heretofore, by the higher rates on grain and stock paid by shippers on their lines, drawn a great deal of traffic from the greater distance of Leslie station, will require equal facilities and equally high prices, which buyers on this line claim they have heretofore been unable to pay. The testimony of the leading shippers and grain buyers was that more people would be accommodated, and more business done by the railroad company at Leslie station than would be transacted at both Phillipsburg and Green Bay, their proximity to other lines inducing shippers to go to Osceola and Van Wert, where they could obtain better shipping facilities and better prices.

The distance at which Leslie station was established originally from stations on either side, was about the average distance at which stations are usually located by railroad companies; and the Commissioners consider the location a wise one, both in the interest of the carrier, the shipper and the large majority of the patrons of the road in the vicinity. To abandon Leslie and establish two new stations on either side at an increased expense, would require largely increased business and the accommodation of a larger

number of patrons, neither of which requirements in the case are proved to be met by the conditions.

The Commissioners are therefore of the opinion that sufficient cause has not been shown for the abandonment of Leslie as a station; that by its central location a larger number of citizens are convenienced and the public better served, than by the changes of station contemplated; that the sections of country in which the two new stations are located were already reasonably well supplied with transportation facilities; that good faith in the fulfillment of the obligations of its predecessor and a due regard for the accommodation of the public require the restoration of the station service, etc., at Leslie, and it is hereby ordered by the Board of Railroad Commissioners of Iowa, that the respondent, the Des Moines & Kansas City Railroad Company, within sixty days, restore the station service and buildings as they existed prior to January 1, 1889.

*Des Moines, Iowa, December 12, 1889.*

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MR. DEY DISSENTS.

Whether or not there was a contract between the parties who furnished the depot grounds and right of way near Leslie and the railway company for building and maintaining a station at Leslie, is in the nature of a private transaction and not of the public character that this Commission is authorized to determine. This question the court must adjudicate.

On a line of railway where the stations are not more than seven miles apart, unless some special demand or circumstances require additional facilities, I would be inclined to the opinion that the wants of the country were reasonably supplied. In this case, after Leslie has been abandoned, the stations are respectively four and five miles apart. I question whether the Commissioners should interfere with the owners of the road who are making an effort to increase business by an increased expenditure, and prohibit them from exercising their best judgment in the management of their property, provided, as in this case, reasonable facilities are furnished.

(Signed) PETER A. DEY.

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C. W. SIBLEY & CO., STATE CENTER, IOWA,
vs.
CHICAGO & NORTHWESTERN RAILWAY COMPANY.
*Damage to eggs frozen while in box-car in transit from State Center to Belle Plaine.*

Filed September 4, 1889.

DECISION OF THE COMMISSIONERS

On September 4, 1889, C. W. Sibley & Co., of State Center filed a claim o $63.30, for damages on eighteen barrels of eggs (1,192 dozen), shipped from State Center to New York. The bill is for the difference between what the eggs would have sold for and what they brought. The claim is that a portion



them were frozen in a box-car between State Center and Belle Plaine, where they were put in a refrigerator car. The claim is substantiated by affidavit of Chris. Hanson, who packed and shipped the eggs, who states that they were "carefully candled before packing, and all cracked and checked eggs taken out, and that his belief is that the eighteen barrels were absolutely free from frosted eggs."

The answer of Mr. Whitman, general manager, is, that as the shipment is inter-state, it is not within the jurisdiction of the Board. This position is undoubtedly correct, and this question being raised, any further proceedings are useless. It is perhaps justice to Mr. Whitman to add that his claim department has investigated this matter and rejected it, because there was no evidence that the eggs were frozen while in possession of the company.

*Des Moines, Iowa, September 27, 1889.*

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SHEPARD BROS., FRUITLAND, IOWA,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
*Damages for delay.*

Filed September 15, 1889.

September 15th, Shepard Bros., of Fruitland, filed complaint against the above railroad company for delay in transporting car of melons from that station to Marshalltown, and claiming $50 damages, as having occurred to said shipment, from such delay, and that the company refused to settle the same.

The attention of General Manager St. John was called to the complaint by this Board, September 18th, and in his reply of October 4th he states that the claim has been settled with complainants, and a voucher for $42.75 approved and accepted. Case closed.

*Des Moines, Iowa, October 10, 1889.*

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A. M. BURCH, ROAD SUPERVISOR, DIXON, IOWA,
vs.
BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.
*Defective Crossing.*

Filed August 30, 1889.

On the 30th day of August, 1889, A. M. Burch, road supervisor, near, Dixon, Scott county, Iowa, complained of a defective crossing at a point on the Burlington, Cedar Rapids & Northern Railway, one and one-half miles east of Dixon, and that having called the attention of the company to the same they refused to repair it, claiming they do not have to fix it; that they

were only required to make a good approach to their track and not to grade it the whole of their right of way.

September 9th the Commissioners called the attention of respondent company to section 1262, which requires that when any railway crosses a public highway, "It shall put such highway, as soon as may be, in as good repair and condition as before such alteration."

On September 30th complainant writes acknowledging that the crossing has been satisfactorily repaired. Case closed.

*Des Moines, Iowa, October 10 1889.*

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WILLIAM LISTER, NEWTON, IOWA,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
} *Petition for open crossing.*

Complaint filed October 11, 1889.

October 11, 1889, William Lister, of Newton, Iowa, filed a petition for an open crossing over the Monroe branch of the Chicago, Rock Island & Pacific Railway, at his coal banks, two miles south of Newton. Complainant states that respondent company in fencing their road this year had put in gates, instead of open crossings, and shut up his coal banks, and seriously interfered with the traffic in coal. In reply to notice from this Board of October 11th, General Manager St. John replied, stating that the matter was under investigation by Road-master J. H. Preston.

November 14th complainant notifies the Commissioners that the crossings are being put in by respondent company in a satisfactory manner, as desired. Case closed.

*Des Moines, Iowa, November 15, 1889.*

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E. J. LITTLE, LIMA, OHIO,
vs.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
} *Refusal to switch cars.*

Complaint filed October 23, 1889.

DECISION OF THE COMMISSIONERS.

On the 23d of October, E. J. Little, president of the Niagara Fuel Oil Company, of Lima, Ohio, complained of the Chicago, Milwaukee & St. Paul Railway, for refusal to switch cars tendered at Dubuque, Iowa, October 14, 1889, by complainant, with switching charges, said cars standing on the track of the Chicago, St. Paul & Kansas City Railway Company, with which respondent road has connections.



The complainant states that the Niagara Fuel Oil Company is a corporation doing business at Lima, Ohio, shipping fuel oil for manufacturing purposes; that prior to August 24, last, they had been shipping west of Chicago over the line of the Chicago, Minneapolis & St. Paul Railway; that in January, 1889, they contracted with Fengler & Schwaegler, of Dubuque, Iowa, to deliver fuel oil for 1889 at their lime kilns near the city of Dubuque, at a certain figure, based on a 14 cent through freight rate, or $53.80 per car, the rate then existing on respondent's line; that on or about August 12th respondent road advanced its rates to $86.47 per car, an increase of nearly $33, which rates were so exorbitant as to deprive them of any profit on shipments; in fact, if paid, would subject them, under their contract, to serious loss; that the Chicago, St. Paul & Kansas City Railway, a line running parallel to respondent's road, declined to advance rate, and complainant has since been shipping over said road to Dubuque; that on arrival of shipments at place of destination, respondent road refused and still refuses to switch said cars to the lime kilns of Messrs. Fengler & Schwaegler, when asked to do so both by the Chicago, St. Paul & Kansas City Railway and complainant, accompanied with a tender of switching charges, the switches of said respondent being the only ones running to said kilns; that Messrs. Fengler & Schwaegler have been seriously hindered and damaged by failure to receive the shipments of oil, of which they use large quantities, and have been compelled to extinguish the fires in their works at two different times, and suspend operations three days at one time and four at another; that complainant is held for the damage already sustained, caused by respondent road's refusal to switch cars as aforesaid, and will be greatly damaged in the future unless relief is obtained.

The attention of General Manager Roswell Miller was at once called to the complaint, and, under date of October 27th, he replies, denying the power of this Commission in the matter, and their authority to act, claiming that the "several cars, tanks and oil therein mentioned in said complaint were shipped from Lima, Ohio, through the States of Indiana and Illinois, to Dubuque, in the State of Iowa, and were so shipped by the said complainant at said Lima, to Fengler & Schwaegler in the city of Dubuque, and that the transportation thereof from said Lima to Dubuque was inter-state commerce, and that the proposed switching thereof required of this respondent was part and parcel of said inter-state transportation and commerce, and for that reason your honorable Board has no jurisdiction or control thereof, etc.; that the respondent denies the right of this honorable Commission to compel said respondent to give the use of its terminal tracks and facilities in the city of Dubuque to any other company competing with the respondent for business for the purpose of delivering or receiving freight from any depot, warehouse or other place of business, regardless of whether said freight is inter-state commerce or otherwise, and that this respondent will at all times deny and resist the power and authority of this honorable Commission to make such order, for the reason that it is manifestly unjust, unreasonable and oppressive."

Section 4, chapter 28, of the acts of the Twenty-second General Assembly, contains this provision:

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.

In a previous decision of this Board, in a similar case of switching, at Dubuque, the Board held, on page 749, Commissioners' report for 1887:

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.

What is a reasonable rate for switching cars in Dubuque? The distance from the connection of the Chicago, Burlington & Northern and the Minnesota & Northwestern 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 at 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 $1.00; 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, $2.00 would be a reasonable rate.

In the case in controversy the Board is unanimously of the opinion that the service required of respondent road is local in its character, confined to the city limits and yards and sidings of the respondent company; that the inter-state character of the shipment ceased when it reached its destination at Dubuque, and that this Board has full jurisdiction and authority over the matter.

Section 4 of the statute quoted above is explicit, and makes it the duty of respondent road to switch any and all cars tendered it by connecting roads, on such terms as may be prescribed by the Commissioners, which will be found in the decision quoted above.

The Chicago, Milwaukee & St. Paul road entering Dubuque at an early day, secured extraordinary terminal facilities, to their great advantage over new roads seeking to enter the city. With these grants by the city came obligations and duties on the part of the corporation receiving them, and under chapter 190 of the acts of the Twentieth General Assembly the right of eminent domain attaches to terminal facilities, the same as to continuous trackage. Under section 4, quoted above, the duty of the respondent to switch the cars tendered them is plain and imperative, and it is hereby ordered by this Commission that the Chicago, Milwaukee & St. Paul Railway Company take the shipments tendered above, and any other that may be tendered them by connecting lines, and switch them as required by law, at the rate established by this Board in the cases quoted above.

*Des Moines, Iowa, October 31, 1889.*



E. J. LITTLE, LIMA, OHIO,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

*Refusal to switch cars; additional order.*

DECISION OF THE COMMISSIONERS.

On the 31st of October the Commissioners made the following order in the above entitled case:

Under section 4, quoted above, the duty of the respondent to switch the cars tendered them is plain and imperative, and it is hereby ordered by this Commission that the Chicago, Milwaukee & St. Paul Railway Company take the shipments tendered above, and any other that may be tendered them by connecting lines, and switch them as required by law, at the rate established by this Board in the cases quoted above.

The rate for switching above referred to, as established by the Commissioners, were for distances of one, two and three miles.

In obedience to the order of the Board the respondent road at once announced its readiness to receive and switch all cars tendered, at the same time establishing a station at Eagle Point, where the lime kilns of Messrs. Fengler & Schwaegler are established, a distance, it is claimed, of three and one-tenth miles out, and put in the Commissioners' rates for the first five miles, making a charge of $13 to $15 for switching a tank car 3.1 miles, instead of the charge of $2.50, established by the Commission for switching three miles.

Eagle Point siding is within the corporate limits of Dubuque, and a haul to it has always been regarded as a "switch." "The side-track was constructed, and the iron and ties laid," say Messrs. Fengler & Schwaegler, "by the Chicago, Milwaukee & St. Paul, and filled in by us, for the express purpose of having all cars switched at regular rates, which were, up to two years ago, $2 per car for Illinois Central and Chicago, St. Paul & Kansas City cars, and no charge for the Chicago, Milwaukee & St. Paul cars, or any car that came loaded over their line. Since then the charge has been $3 per car, which is certainly enough for the service rendered."

It was in evidence before the Commission in the Dubuque switching case in 1887, that the switching charge of $2 per car between the Illinois Central and the Chicago, Milwaukee & St. Paul Railways was fixed at that rate because of reciprocal facilities between the two roads for switching, and that they refused these rates to other roads.

Messrs. Fengler & Schwaegler inform the Commission that "last January we expended ten thousand dollars in building our crude oil-burning kilns, and soon after, feeling friendly toward the Chicago, Milwaukee & St. Paul Railroad, made a contract with the Niagara Fuel Oil Company to deliver us what oil we needed for the season of 1889. The price is 75 cents per barrel freight, prepaid at our works.

"Several months ago the Chicago, Milwaukee & St. Paul Railroad Company raised the freight rate from Chicago to Dubuque, from about $24 to $50, and this for simply drawing a tank car belonging to the oil company, that distance, and upon the oil company shipping over the Chicago, St. Paul &

Kansas City Railroad they refused to switch oil for them, thereby causing two delays in our busiest time, which cost us over $600.

"After the oil company, through their president, laid this matter before you and received a decision in his favor, they, to avoid the law, make our side-track a prepaid station, charging us 3½ cents per 100 pounds for all cars not their own, loaded or received by us. Upon our remonstrating with their local freight agent he tells us 'we don't wish to hurt you, but we want to bring the Niagara Fuel Oil Company to time.' Now let me ask you in all that is right, can the oil company furnish us, at living prices, when their contract expires, having now for the use of their car, and load of oil, only about $8, when the railroad company has $50 for drawing that car from Chicago to Dubuque, and when the Chicago, Milwaukee and St. Paul refuses to switch cars that come over roads which are satisfied with their regular rate? Then, again, can we afford to pay that road $9 for switching a car of 120 barrels of lime when we are glad to make a profit of four or five dollars a car under the $3 switching rate? If the Chicago, Milwaukee & St. Paul can, under the law, make our side-track a prepaid station, and charge us 3½ cents per 100 pounds for oil or lime, fire brick, stucco, hair, or any article we handle, we will have to discontinue our business and lose the earnings of a life time."

The Commissioners find that it has heretofore been the custom of the respondent road to switch cars, free of charge, to and from Eagle Point, that have been transported over its line of road, for Messrs. Fengler & Schwaegler, and cars of other roads for $2 and $3 a car; that it has always regarded this service as switching and so charged for it, until the complainant in this case, to avoid increased charges, sought transportation over a competing line, when respondent road refused to switch cars for complainant, and when ordered by the Commission, in compliance with law, to accept and switch all cars tendered, seeks to evade the force of said order, by departing from its former custom of switching, by establishing a station at Eagle Point and putting in the Commissioners' rates for five miles, exacting terminal and other charges, not included in switching.

The Commissioners, regarding the custom of switching and the rates established heretofore by the respondent road as reasonable and compensatory, reaffirm their opinion in the switching case of the *Dubuque Board of Trade vs. The Illinois Central Railroad Company*, Commissioners' report for 1887, page 749, and fix the rates for switching hereafter at Dubuque, as follows:

For any distance not exceeding one mile, $1.00.

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 more than three miles, $2.

For any distance in excess of three miles and not exceeding four miles, $2.50.

*Des Moines, Iowa, November 12, 1889.*



NORWEGIAN PLOW COMPANY, DUBUQUE, IOWA,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY.
*Refusal to switch cars.*

Complaint filed October 25, 1889.

On October 25, 1889, C. W. Mitchell, secretary of the Norwegian Plow Company, of Dubuque, entered complaint against the above named company for refusal to switch cars for complainant, stating that "I have repeatedly, during the current year, made application to the officers of the Illinois Central Railroad Company in this city to switch cars to our establishment, the 'Norwegian Plow Works,' in order that they might be loaded with our manufactures for customers at St. Joseph and Kansas City, Missouri, for Minneapolis, Portland, Oregon, and various other points, and that the agents of that company have invariably refused to switch in cars so asked for, basing their refusal on the grounds that these were competing points, and adding that it is their rule to refuse to switch cars in or out for anyone in Dubuque to or from all competitive points via other railway lines, with, perhaps, one exception.

"The establishment I represent is, therefore, deprived of the privilege to ship to points via lines that can perform the transportation service direct and expeditiously, and practically compel us to transport wholly by that line at no matter what cost of time, length of indirect route, convenience, and what we contend are our rights under the law of the State."

The respondent railroad company replied to complainant, October 28, promising to give the matter prompt attention. November 14, respondent company ask further time, and on the 19th telegraph this Board that the matter had been satisfactorily settled.

On the 20th inst. complainant writes the Board: "We have just settled the matter so far as switching is concerned with the Illinois Centr'l, they conceding everything we have claimed, and have agreed to switch cars to any point we wish hereafter. Case closed.

*Des Moines, Iowa, November 21, 1889.*

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WILBUR & COOK, MT. AYR, IOWA,
vs.
HUMESTON & SHENANDOAH RAILROAD COMPANY.
*Damage for error in shipment.*

Complaint filed October 1, 1889.

October 1, 1889, Messrs. Wilbur & Cook, of the Mt. Ayr creamery, filed complaint against the above company, claiming balance due them on a consignment to Chicago, Illinois, of fifteen tubs of butter delivered to them by complainant, November 7, 1887. By oversight of the agent, the goods were sent to New York and in January afterwards, sold for twenty-five cents per

pound by the agent, and proceeds, less freight, etc., remitted to complainant. The price of butter at the time was twenty-four and one half cents per pound in Chicago. Complainant claims that the price of butter was much higher in November, the time of shipment, than in January, when sold, and asks settlement on that basis.

In reply to a letter from the Board, calling attention to the complaint, E. C. Murphy, general manager of respondent road, replies, November 18th, acknowledging receipt and informing the Commission that the claim has been audited and voucher forwarded.

November 18th complainant acknowledges full and satisfactory settlement of claim.

Case closed.

*Des Moines, Iowa, November, 19, 1889.*

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HENRY MOSS, CALHAN, COLORADO,

vs.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

Complaint filed October 2, 1889.

DECISION OF THE COMMISSIONERS.

On October 2, 1889, Henry Moss wrote the Commissioners that he bought two railroad tickets for himself and wife from Clarinda to Chillicothe, that after transferring at Villisca, he learned that the train he was on did not stop at Chillicothe, and he was required to pay the fare to and from Ottumwa to Chillicothe. There are two trains passing Villisca going east at night, one at 5:43 P. M. and reaching Ottumwa at 10:25; this train does not stop at Chillicothe; another train that passes Villisca at 10 P. M., reaches Chillicothe at 3:25 A. M. Mr. Moss took the train at Villisca that did not stop at Chillicothe, but the conductor states that he offered to fix his tickets so that they would be good from Albia on the following train which he declined and voluntarily paid his fare to Ottumwa.

It is impracticable for fast trains on a railroad to stop at all stations, and if, as stated, the conductor offered to fix his tickets so that he could take the first train following that stopped at Chillicothe, the railroad company gave him the opportunity to reach that point at the lowest cost and the shortest time practicable, and the agent at Clarinda did not have it in his power to other than sell him a ticket by such trains as stopped there. The fares paid to and from Ottumwa were expenditures made from choice, for which the railroad company is in no way responsible.

*Des Moines, Iowa, December 20, 1889.*



G. L. CUTLER, CLARION, IOWA,

vs.

MASON CITY & FORT DODGE RAILROAD COMPANY. } *Under-crossing.*

Complaint filed October 8, 1889.

DECISION OF THE COMMISSIONERS.

On October 7, 1889, Mr. G. L. Cutler wrote the Commissioners that the track of the Mason City & Fort Dodge Railway Company runs diagonally across his pasture land which is the west half of the southwest quarter of section 19, township 93, range 23, west of the fifth principal meridian. He asks whether the railway company can fence the road, simply put in gates and cut him off from the water unless he drives his stock both ways; he thinks he is entitled to an open or an under-crossing, and states that he had an arrangement for under-crossing with a man named Fish, who he afterward learned was without authority to make such an agreement. Mr. Burdick, general manager of the road, denies any agreement on the part of the company to furnish any crossing other than that required by the statute and sends a letter of Hamilton Browne, the right of way agent, who says that the sheriff's jury awarded Mr. Cutler an excessive amount of money damage from the fact of the railroad interfering with his conveniently getting to water for his stock.

The members of the sheriff's jury that awarded Mr. Cutler his damages for right of way state "that to the best of their recollection, the cutting the pasture from water was not taken into consideration, nor did it cut any figure in the amount of damages awarded." The Commissioners understand from the statement of the case that an embankment in some places at least eight feet high runs across this piece of land, and that the crossing is at a point where it is that height. They do not learn from the papers whether a better point could have been found, and conclude that for a grade crossing the place selected is as favorable as any other. An under or an open-crossing evidently would meet all the present requirements of Mr. Cutler.

Section 1936 of McClain's code, reads as follows: "When any person owns land on both sides of any railway, the corporation owning the same shall, when requested so to do, make and keep in good repair one cattle guard and one causeway or other adequate means of crossing the same at such reasonable place as may be designated by the owner." What an adequate means of crossing is has been defined by the supreme court, in the case of *Gray vs. The Burlington & Missouri River Railroad Company*, Iowa Report, volume 37, page 119, to be "Where the only means a citizen has of reaching a highway is across the railway, he may insist that an open-crossing be provided for him by means of which he may reach the highway without stopping to open gates or remove bars." In the case of *Curtis vs. The Chicago, Milwaukee & St. Paul Railroad Company*, Iowa Reports, volume 62, page 418, "where a railroad passes through a pasture the owner is not, as a matter of course, entitled to an open-crossing for his stock regardless of any

other means of crossing: to entitle him to such crossing it must appear that there is no provision for passing from one part of the field to the other which is adequate under the circumstances."

It seems to be claimed and admitted that there is no practical difficulty in putting in an under-crossing in this pasture, and it is evidence that the land can only be used to advantage for the purpose that the owner desires to use it by means of an under-crossing.

A careful examination of the text of the two cases above noted leads the Commissioners to the conclusion that an over-crossing of an embankment eight feet high with gates on each side is, under the conditions stated, not an adequate crossing, and that an under-crossing would be adequate for all purposes indicated in this complaint.

*Des Moines, Iowa, December 20, 1889.*

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CITY OF MALVERN, IOWA,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.
} *Danger from fast train.*

Complaint filed August 17, 1889.

October 17, 1889, H. Barnes, mayor of Malvern, complained of the above road on account of the danger to life at that station, from the manner of respondent's road running its fast trains through that city, setting forth that it was "the practice of the 'Flyer' to enter and pass through the town at a rate of from 15 to 20 miles an hour; also to the danger passengers are exposed to on the meeting of the 'Flyer' with Nos. 2 and 3, due at the same hour" passing here.

A copy of the complaint was forwarded to General Manager Ripley at once, and he replied, November 15, stating the case had been considered and difficulty obviated by a new time card.

November 23 complainant writes acknowledging that the danger has been removed by change in time table, and the matter satisfactorily adjusted.

*Des Moines, Iowa, December 11, 1889.*



GUST. JAPPE, ROSEDALE, IOWA,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY,
CHICAGO & NORTHWESTERN RAILWAY COMPANY.
} *Overcharge.*

Complaint filed November 12, 1889.

DECISION OF THE COMMISSIONERS.

On September 23 Gust. Jappe writes the Commissioners that in August, 1888, he had shipped him from Davenport to Stanhope, Iowa, one horse-power, that it was billed from Davenport at 3,000 pounds, but was changed to 4,000 pounds, and that he paid from Davenport to Des Moines at the rate of 48 cents per hundred on 4,000 pounds, and from Des Moines to Stanhope 32 cents per hundred pounds, while the weight was only 3,000 pounds.

Both railway companies admit the facts as claimed and justify the rating, which they say was in accordance with the classification then in use, which provides that "articles too large to be loaded in a box-car, when not otherwise provided for in the classification, shall be charged for actual weight at classification rates, provided that in no case shall the charge on the same be less than 4,000 pounds at first-class rates." That this shipment required an extra car, and could not be loaded into a box-car.

The amount paid from Davenport to Des Moines, 175 miles, was $19.20; from Des Moines to Stanhope, 67 miles, $12.80. This was the schedule rate for a car with a minimum of 4,000 pounds, and does not appear to the Commissioners as exorbitant.

*Des Moines, Iowa, December 20, 1889.*

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THE CITIZENS OF CLARINDA, IOWA, ET AL.
vs.
THE CLARINDA & ST. LOUIS RAILWAY, F. M. GAULT, RECEIVER, ET AL.

Case filed November 15, 1889.

DECISION OF THE COMMISSIONERS.

On November 14, 1889, a communication was received from Frank W. Parish, of Clarinda, Iowa, advising the Commissioners that he had information to the effect that steps were soon to be taken to tear up the track and abandon the operation of the Clarinda & St. Louis Railroad. On the 22d of November a communication was received from Theodore Sheldon, Esq., solicitor for F. M. Gault, receiver, inclosing a copy of the order of the

United States Circuit Court for the southern district of Iowa, in which the receiver was directed to sell at public outcry "all of said line of railway from Roseberg, Mo., to Clarinda, Iowa, together with all the real estate, right of way, depots, depot grounds, tracks, side tracks, water tanks, engines and cars, together with all other property of every kind whatsoever," etc. And in the event of no sufficient bids for said property as a whole, then the master is authorized to sell at private sale all and every part of said property in whole or in part. The letter recited the fact that the master had exposed the property at public sale, but could obtain no bids whatever, and that he had arranged to sell the locomotive and passenger coach, (the entire equipment of the road), and the iron rails as soon as it can be taken up, and that this action will necessarily bring about the abandonment of the property as a railroad. Mr. Sheldon, in this letter calls, the attention of the Commissioners to the unprofitable condition of the road and asserts that the debts contracted by the receiver are now upwards of $20,000, that the receiver cannot hope to realize more than $40,000 from the sale, and that after paying the expenses of the receivership, taxes, etc., there will probably remain for the bond-holders not more than $10,000; that the road originally cost to construct about $18,000 per mile, and that it was bonded for $12,000 per mile, being $264,000.

On December 4, following, the citizens of Clarinda and Page county filed a formal complaint in which it is asserted in substance that the respondent is about to abandon the operation of the line known as the Clarinda & St. Louis Railroad; that the respondent company was organized on the 6th day of May, 1879, under the general laws of the state; that to aid in the construction of said railroad the citizens of Nodaway township, in which Clarinda is located, together with the citizens of Buchanan and East River townships, voted, collected and paid over to said company a tax amounting in the aggregate to $69,439.06; that to further aid in the construction of said road, the citizens of Clarinda and vicinity contributed the sum of about $21,000; that further contributions were made at the stations of Morsman and Crooks; that the abandonment of the operation of the road would work a great and serious damage to complainants in the matter of travel and traffic, etc.

The case was heard on December 4, and the facts were admitted by the parties to be substantially as set out in the papers.

In the investigation it was stated by the receiver, that the road was unsafe and that he had no means to repair and put it in proper condition to operate. This made it the duty of the Commissioners, under the provisions of section 2, chapter 77 of the laws of the Seventeenth General Assembly, to examine and report on the conditions.

On December 5, with the receiver, Mr. Clarke, Mr. Lorens, Mr. Butler and Mr. Van Sant, they went to Clarinda and took a special train over the road, stopping at every bridge and trestle between that place and the Missouri state line. They found the road-bed in reasonably good condition, the rails about the stations considerably worn, but on the general line well enough. The ties were badly decayed and probably one-half of them not of sufficient strength to hold spikes, many of them entirely decayed. The caps and, to a certain extent, the piles and stringers of the trestle bridges were decayed. There were three Howe truss bridges of from sixty to one hundred



feet in length; these had been reinforced by piling, which in two of the bridges had been washed out by high water, leaving about forty feet between supports. The Commissioners believe that these bridges are especially dangerous, and that the road should not be operated until they are repaired, and hereby notify the receiver that under their "powers to stop and prevent said railroad company from running or passing its trains over said bridges while in their unsafe condition," that the road must not be operated until they are properly repaired.

The control and operation of this road having been, for some years, under the entire management of the federal court, through its receiver, all parties in interest can properly go to that forum for the protection of their rights. The Commissioners do not feel warranted, under the circumstances, in taking any further steps than to pass upon the safety of the road in relation to the general public.

The complainants, however, contend that they have in no manner been made parties to the proceeding in the federal court. In view of this contention, the Commissioners respectfully suggest that the order of sale be so modified as to permit a hearing of complainants' case before such sale is finally consummated.

*Des Moines, Iowa, December 19, 1889.*

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A. H. GILLETTE, FORT MADISON, IOWA,
vs.
CHICAGO & NORTHWESTERN RAILWAY COMPANY.
BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.

*Damages for delay in transporting goods.*

Complaint filed October 18, 1889.

DECISION OF THE COMMISSIONERS.

On the 18th of October, 1889, A. H. Gillette, of Fort Madison, complained of the above companies for delay in transporting a consignment of household goods from Mt. Vernon, Iowa, to Ft. Madison; that by reason of errors on part of agent of the Chicago & Northwestern Railway Company at Mt. Vernon his goods were detained at that point and Cedar Rapids from July 23d to August 3d, and complainant was, during this time, subject to great expense for board and house rent, in the amount of $50, which he asks respondent roads to refund to him.

President Ives, of the Burlington, Cedar Rapids & Northern Railway Company, replied to complaint on October 22, claiming that the agent of the Chicago & Northwestern Railway Company at Mt. Vernon was at fault, and that the Burlington, Cedar Rapids & Northern Company was in no way responsible for the delay, as they were conforming to the well-established usages of the companies.

Nov. 22, H. R. McCullough, general passenger agent of the Chicago & Northwestern, writes that "these goods were received by us and transported

as far as Cedar Rapids, as per agreement between our agent and shipper, and, when they arrived at that point, connecting road refused to forward them until charges were prepaid, and as soon as we could arrange it we communicated this advice to the shipper, and as soon as it could be done money was sent to Cedar Rapids for the payment of charges through to destination.

The facts developed in the case show that the complainant's goods were received by the agent of the Chicago & Northwestern Railway Company without demanding prepayment. That afterwards, on refusal of Burlington, Cedar Rapids & Northern Company to receive and forward goods without prepayment, he demanded of consignor $2.45 for advance charges; July 29 he demanded $10 additional, claiming he had erred in amount of charges to be prepaid; August 3 he writes complainant, claiming another error and $11.65 more for advanced charges; all of which amounts were paid by complainant before his goods were forwarded to point of destination, where they arrived August 8, two weeks after date of shipment, instead of three or four days as was the custom. During this delay complainant was paying rent for an empty house, and board for his family.

It is the opinion of the Commissioners that when the agent of the Chicago & Northwestern Railway Company failed to notify the shipper of the rule exacting advanced charges or guarantee, accepted the goods, as he did, he failed in his duty and waived the right to exact advanced payment; that for the delay in transporting the complainant's goods, through errors of its agent, the respondent road, the Chicago & Northwestern Railway Company, is responsible, and that any additional expenses to which complainant was subject by the same, over and above the time usually required for such shipment, should be paid to complainant by said respondent road.

That the complaint against the Burlington, Cedar Rapids & Northern Railway Company is dismissed without prejudice, there being nothing to show responsibility on their part for the delay.

*Des Moines, Iowa, November 26, 1889.*

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M. D. FLANDERS, HAMILTON, IOWA,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.
*Damage for breakage.*

Complaint filed October 9, 1889.

October 9, 1889, M. D. Flanders, of Hamilton, Iowa, filed complaint against the above company for damage to machinery in transit, and stating that he could get no satisfactory settlement of his claim.

The claim was forwarded to General Manager Ripley, October 9, who replied on the 22d, stating that the claim would be paid as soon as an agreement as to the value of the broken machinery could be ascertained.

December 2 complainant writes the Board, acknowledging satisfactory settlement of the claim.

*Des Moines, Iowa, December 11, 1889.*



J. A. FERGUSON, PATON, IOWA,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
*Stock killed.*

Complaint filed October 20, 1889.

October 20, 1889, J. A. Ferguson, of Paton, Iowa, filed complaint against the above company for failure to pay for a cow killed by engine No. 400, on respondent's road, on the 25th of September.

October 27 respondent replied, claiming that no report had been made of such an accident on the road, and promising to give the complaint attention.

November 22, complainant acknowledges settlement in full, and case is closed.

*Des Moines, Iowa, November 26, 1889.*

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W. W. WELLES, WEBSTER CITY, IOWA,
vs.
WEBSTER CITY & SOUTHWESTERN RAILWAY COMPANY.
*Discrimination.*

Filed December 3, 1889.

DECISION OF THE COMMISSIONERS.

The complainant in this case is engaged in the mercantile business at Webster City, and occasionally a dealer in coal, purchasing at the banks of a competitor of respondent company at Lehigh. He avers that he has been unjustly discriminated against in transporting his coal, his cars being sidetracked, while those of the respondent company were given preference; that he is only granted one day to unload a car, which he claims is insufficient, and having asked respondent for ground on a side-track on which to erect a coal shed, had been refused, and told that "the road was built especially for their coal trade, and they will do all they can to keep others from the field."

Replying to the complaint, December 5th, General Manager Wilson writes: "We would be pleased to have the Commissioners come up and look over the ground, and anything that you say is right in the matter we are perfectly willing to do."

On the 17th of December one of the Commissioners visited the locality, and after a full discussion of the question harmonized all differences, save the question of location for coal house for complainant; on this point, respondent, standing on his supposed rights, claiming that respondent company was not required to furnish storage or warehouse facilities to private parties, especially to competitors, but agreeing to submit if legally required to do so. The charter of respondent company was amended in 1887, granting additional powers, among those enumerated being the right to purchase

mineral lands, the mining of coal and other minerals, and the selling of the same; also purchasing and selling merchandise in connection with the business of coal mining, etc.

From its charter rights it is evident the respondent company is not only a common carrier, but also a merchant, engaged in the business of merchandising, buying and selling goods, mining, transporting and selling coal, etc.; that to facilitate its own private business, it has erected coal houses on its terminals at Webster City, to the exclusion of all other parties, and has a monopoly of the coal business at that point.

In the opinion of the Commissioners it would be extraordinary subversion of private rights for a common carrier to engage in private business and appropriate to itself all the privileges and facilities of its road for the transaction of the business, to the exclusion of the entire public. The respondent road is a common carrier, and cannot discriminate in this regard in favor of itself or any other party without violating the law. Section 4 of chapter 28, of the laws of the Twenty-second General Assembly, says: "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."

The supreme courts of Pensylvania and Illinois have taken broad ground against discriminations of this character:

Transportation by a common carrier is open to the public upon equal and reasonable terms. An exclusive right granted to a common carrier is inconsistent with the rights of all others. 68 Pa. Report, p. 370, 1871.

When a railroad company sought to evade receiving and delivering of grain in bulk to a particular elevator, to which it was consigned, claiming that it had established a usage that it might choose the consignee, it was held, "the company could make no such arbitrary discrimination between individuals in its dealings with the public." *Chicago & Northwestern Railway Company v. The People, ex rel.*, 56 Ill., 365, 1870.

The Commissioners find the respondent company, in this case, has departed from its general business of a common carrier and become a coal merchant, and that it has extended to itself as such merchant ample facilities for unloading and storing coal; and that having so done, it is legally bound to extend equal facilities for the same to other dealers, who may ask it, and it is hereby ordered by the Commissioners that suitable and convenient grounds for building or buildings be set apart for complainant at the point selected on the "pass-tracks," near its southern terminus, and that complainant be granted such facilities for transporting, handling and storing coal as are now enjoyed by respondent as a coal merchant, and which he is entitled to by law, and is in accordance with public policy.

*Des Moines, Iowa, December 20, 1889.*



C. H. MOON, ACKWORTH, IOWA,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.
*Dangerous approach to crossing.*

Filed December 1, 1888.

On December 1, 1888, C. H. Moon, street commissioner of Ackworth, Iowa, called the Commissioners' attention to the approaches to the crossing over the Chicago, Burlington & Quincy track at that place, stating that they were very steep and narrow, and that loaded teams had difficulty in crossing. The case was laid before General Manager Ripley, and on January 12, 1889, Mr. Moon informed the Board that the company had greatly improved the approaches, so that they were in better condition than formerly, and the case could be closed for the present.

*Des Moines, Iowa, January 17, 1889.*

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JOHN DICKMAN, WESTGATE, IOWA,
vs.
CHICAGO, ST. PAUL & KANSAS CITY RAILWAY COMPANY.
*Damage to stock.*

Filed December 3, 1888.

DECISION OF THE COMMISSIONERS.

On December 3, 1888, John Dickman, of Westgate, Iowa, filed complaint against the above road for damages, resulting from killing of stock; setting forth that on October 12, 1888, while driving his cattle to pasture on the public highway, they were struck by a north-bound passenger train, and two of them damaged to the amount of $10. The facts connected with the accident are not questioned, except that in regard to the negligence of the engineer to ring the bell or whistle at the crossing near where the accident occurred. On this point the engineer and fireman both state that the law in this respect was complied with, the whistle being blown at both crossings, but no other evidence is produced.

The complainant furnishes the affidavits of Henry Dickman, E. C. Hill, E. M. Kilron, and F. D. Worden, who were near by and witnessed the accident, and all testify that neither the whistle was blown nor bell rung at the crossing near the place of accident. That if the law had been complied with complainant would have had notice in time to have escaped the danger and the accident which followed.

As respondent road declines to furnish any evidence, the Commissioners, from the testimony furnished, are of the opinion that the law was not complied with in this case (see sec. 1, chap. 104, laws of the Twentieth General Assembly), which requires that the whistle shall be twice sharply "sounded

at least sixty rods before a highway crossing is reached, and after the sounding of the whistle the bell shall be rung continuously, until the crossing is passed."

The Board are, therefore, of the opinion that the matter should be adjusted on the basis asked in complainant's petition. Case closed.

*Des Moines, Iowa, February 15, 1889.*

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J. H. CORWIN, DEDHAM, IOWA,

vs.

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

*Overcharge.*

Filed December 3, 1888.

DECISION OF THE COMMISSIONERS.

December 3, 1888, J. H. Corwin, of Dedham, Iowa, filed complaint agains the above railroad companies, of overcharge on shipment of household goods over said roads, August 21, 1888, from Mt. Auburn to Dedham. By expense bills attached it is shown that the goods weighed 2,400 pounds, were rated at one and one-half times first-class, and that the charges from Mt. Auburn to Cedar Rapids, a distance of 30 miles, were $8.64; and from that point to Dedham, 176 miles, $17.64. The complainant claims a contract with agent at shipping point for rate to Cedar Rapids at $5, which is denied. Respondent, the Chicago, Minneapolis & St. Paul Railway Company, acknowledges the rate set out as charged, and claims that they are one and one-half times first-class, and according to their classification. This latter statement is not verified by a reference to the classification, in which household goods are rated as first-class, which comprises almost the entire shipment.

By a reference to the Commissioners' rates and classification we find that there has been an overcharge on this shipment of $15.62, as follows: From Mt. Auburn to Cedar Rapids the charge should be $5.47 instead of $8.64, and from Cedar Rapids to Dedham $10.15 instead of $17.64, and recommend that the overcharge in each instance be refunded to complainant. Case closed.

*Des Moines, January 25, 1889.*



H. C. WEIR, MT. PLEASANT, IOWA,

vs.

CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY.

*Complaint of overcharge in shipment of stock to Chicago, caused by shipping by weight instead of by the car-load.*

Filed December 8, 1888.

On December 1, 1888, H. C. Weir makes complaint that he is charged 18 cents per hundred pounds freight on his stock from Mt. Pleasant to Chicago; that formerly he paid per car of 30 feet length $32, and 34-foot car $40; now at 18 cents the freight amounts to from $45 to $48 per car, and also that delay is occasioned by unloading. The complaint was forwarded to Mr. Ripley, who states that the intention was to approximate the rates of February 9, 1888, 30-foot cars, $37.50; 34-foot cars, $41.25; which he regards as a reasonable rate. He also states that shipping by weight is the only fair method of hauling stock, as by overloading the shipper gets his stock by car-load rates carried cheaper. The stock-cars of former years were 28 feet long; the present cars vary from 30 to 34 feet, which in itself is a reason why stock should be carried by weight. Mr. Ripley also calls the attention of the Commissioners to the fact that this is inter-state commerce, over which they have no control. This position is correct, and was so understood by the Board. The correspondence was had with the hope of establishing a better understanding between the parties, rather than with the claim of authority in the case.

It seems to be conceded that weighing the stock and fixing the price is some advance over former rates, and we understand Mr. Ripley to justify even a higher rate than now charged as reasonable, when compared with the charges on other shipments.

*Des Moines, January 18, 1889.*

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JOHN AXMANN, DEDHAM, IOWA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

*Damage to stock in transit.*

Filed December 8, 1888.

DECISION OF THE COMMISSIONERS.

December 8, 1888, John Axmann, of Dedham, Iowa, filed complaint in above cause, claiming $75 damages to stock en route from Waucoma, Iowa, to Dedham, on respondent's road; that one cow and two yearling heifers were found dead on arrival of train at Dedham, and remainder of stock damaged to extent of $25, by delay in transporting, and failure to feed and water said stock, on part of respondent's employes. December 28, 1888, Assistant General Manager Tucker, of the Chicago, Milwaukee & St. Paul

Railway, in response to claim of complainant, acknowledges the damage to stock en route to Dedham; that respondent is in no way responsible for the same, but that it was caused by the inattention of complainant, he having left the stock at Marion, Thursday evening, December 8, and gone to point of destination with his family; that said stock was not an unusual time upon the road, having reached Dedham at 5:35 A. M. Saturday.

The affidavits of John Axmann and Minnie Axmann, taken in the case, show that the stock was in good condition at Marion, where they were fed and watered Thursday evening; that owing to lack of engine the train transporting the stock was delayed at that point, and complainant was so informed, and told by Conductor Price to board the passenger train and proceed with his family to Dedham, and that his stock would be forwarded soon; that he did so, but that the stock was delayed, and did not reach him until Saturday, and on opening the car he found his stock dead and damaged as set forth above, and asks that the respondent road make good to him his loss. In the affidavit of Minnie Axmann, it is stated that "on arrival at Marion we were directed by the conductor of the train we came in on to take the passenger train, and told that the car with stock would be sent through and be there at Dedham on the next morning, being Friday morning."

John Axmann testifies: "On the arival at Marion about 6 P. M. of that day, the persons in charge of said train informed him that he and his family must go on in the regular passenger train to Dedham, and that the said car with said live stock would be forwarded, and would be there Friday morning following; that said car remained with said stock contained therein at Marion aforesaid, and was not forwarded until the following day, reaching Dedham Saturday morning about 6 o'clock."

The evidence discloses that complainant left his stock in charge of the employes at their request, with the promise that it would be sent through the next day; that notwithstanding the delay no attention was given to it from Thursday evening until Saturday morning; that from such negligence said damage occurred to the stock as aforesaid.

It is the opinion of the Commissioners that the respondent road is responsible to complainant for the damages sustained, and should make proper settlement for the same in a reasonable amount.

*Des Moines, Iowa, March 27, 1889.*

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W. B. HALLECK, WINTHROP, IOWA,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY.
} *Overcharge and discrimination.*

Filed December 11, 1888.

DECISION OF THE COMMISSIONERS.

December 11, 1888, W. B. Halleck, of Winthrop, Iowa, filed complaint against the above company for overcharge on stock shipped to Chicago from Winthrop, and discrimination in rates in favor of shippers at Independence.

In reply to official notice of the complaint, Mr. E. T. Jeffery, general manager of respondent road, replied, claiming that the rates from Winthrop and Independence are the same, and that no discrimination occurred; that the rate of 25 cents per 100 pounds on hogs, and 21 cents on cattle is their regular charge and is reasonable.

The complainant being requested by the board to furnish evidence to substantiate his claim, has thus far failed to do so, and claimed that the party who told him he was being discriminated against now refuses to substantiate the charge.

From the fact that no proof of either overcharge or discrimination has been furnished, the Commission hereby dismisses the complaint without prejudice to either party.

*Des Moines, Iowa, May 7, 1889.*



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BOARD OF TRADE OF COUNCIL BLUFFS, IOWA,
vs.
CHICAGO & NORTHWESTERN RAILWAY COMPANY,
OMAHA & ST. LOUIS RAILWAY COMPANY,
KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS RAILROAD COMPANY.

Filed January 2, 1889.

DECISION OF THE COMMISSIONERS.

On January 2, 1889, a complaint was filed with the Commissioners signed by Lucius Wells, president of the board of trade of Council Bluffs, charging that the rates charged by respondent, the Chicago & Northwestern Railway Company, from Council Bluffs to points on its lines in Iowa, are and have been unreasonably high and unreasonably discriminating against petitioner, etc.

On January 17th, complainant asked that the hearing of the case be postponed pending the re-organization of the Board. On February 8, 1889, Wm. C. Goudy, general counsel for the respondent, the Chicago & Northwestern Railway Company, appeared before the Commissioners, waived a formal hearing, and consented to the following finding:

That the rates hereinafter named, marked exhibit "A," and made part hereof, shall be the maximum charges to be hereafter made by the Chicago & Northwestern Railway Company, on its local business in Iowa, and that such rates shall be governed by, and be under the classification hereto attached, marked exhibit "B," which is also made a part hereof.

The case as to the other respondents is continued.

*Des Moines, Iowa, February 9, 1889.*

## EXHIBIT "A."

*Schedule of rates for the Chicago & Northwestern Railway Company.*

| MILES. | MERCHANDISE, IN CTS. PER 100 LBS. | | | | SPECIAL CAR LOAD CLASSES IN CTS. PER 100 LBS. | | | | | | CAR LOAD CLASSES, IN CTS. PER 100 LBS. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | First class. | Second class. | Third class. | Fourth class. | Fifth class. | Class A. | Class B. | Class C. | Class D. | Class E. | Hard and soft lumber, lath, shingles, sash. |
| 5..... | 14 | 11.9 | 9.34 | 7 | 4.9 | 5 | 4.9 | 4.2 | 3.5 | 2.8 | 3.5 |
| 10..... | 14.8 | 12.58 | 10.1 | 7.4 | 5.18 | 5.3 | 5.18 | 4.44 | 3.7 | 2.96 | 3.69 |
| 15..... | 15.6 | 13.26 | 10.4 | 7.8 | 5.46 | 5.6 | 5.46 | 4.68 | 3.9 | 3.12 | 3.82 |
| 20..... | 16.4 | 13.94 | 10.94 | 8.2 | 5.74 | 5.8 | 5.74 | 4.92 | 4.1 | 3.25 | 3.98 |
| 25..... | 17 | 14.45 | 11.34 | 8.5 | 5.95 | 6 | 5.95 | 5.1 | 4.25 | 3.4 | 4.14 |
| 30..... | 17.6 | 14.96 | 11.73 | 8.8 | 6.16 | 6.2 | 6.16 | 5.28 | 4.4 | 3.52 | 4.3 |
| 35..... | 18.2 | 15.47 | 12.1 | 9.1 | 6.37 | 6.4 | 6.37 | 5.46 | 4.55 | 3.64 | 4.45 |
| 40..... | 18.8 | 15.98 | 12.5 | 9.4 | 6.58 | 6.6 | 6.58 | 5.64 | 4.7 | 3.76 | 4.6 |
| 45..... | 19.4 | 16.49 | 13 | 9.7 | 6.79 | 6.8 | 6.79 | 5.82 | 4.85 | 3.88 | 4.75 |
| 50..... | 20 | 17 | 13.34 | 10 | 7 | 7.05 | 7 | 6 | 5 | 4 | 4.9 |
| 55..... | 20.4 | 17.34 | 13.6 | 10.2 | 7.14 | 7.2 | 7.14 | 6.12 | 5.1 | 4.08 | 5.04 |
| 60..... | 20.8 | 17.68 | 13.87 | 10.4 | 7.28 | 7.4 | 7.28 | 6.24 | 5.2 | 4.16 | 5.18 |
| 65..... | 21.2 | 18 02 | 14.14 | 10.6 | 7.42 | 7.6 | 7.42 | 6.36 | 5.3 | 4.25 | 5.32 |
| 70..... | 21.6 | 18.36 | 14.4 | 10.8 | 7.56 | 7.8 | 7.56 | 6.48 | 5.4 | 4.32 | 5.46 |
| 75..... | 22 | 18.7 | 14.67 | 11 | 7.7 | 8 | 7.7 | 6.6 | 5.5 | 4.4 | 5.6 |
| 80..... | 22.4 | 19.04 | 14.94 | 11.2 | 7.84 | 8.2 | 7.84 | 6.72 | 5.6 | 4.48 | 5.74 |
| 85..... | 22.8 | 19.38 | 15.2 | 11.4 | 7.98 | 8.4 | 7.98 | 6.84 | 5.7 | 4.56 | 5.88 |
| 90..... | 23.2 | 19.72 | 15.47 | 11.6 | 8.12 | 8.6 | 8.12 | 6.96 | 5.8 | 4.64 | 6.02 |
| 95..... | 23.6 | 20.06 | 15.73 | 11.8 | 8.26 | 8.8 | 8.26 | 7.08 | 5.9 | 4.72 | 6.16 |
| 100..... | 24 | 20.4 | 16 | 12 | 8.4 | 9 | 8.4 | 7.2 | 6 | 4.8 | 6.3 |
| 105..... | 24.8 | 20.89 | 16.35 | 12.25 | 8.60 | 9.35 | 8.63 | 7.4 | 6.17 | 4.90 | 6.41 |
| 110..... | 25.6 | 21.38 | 16.7 | 12.60 | 8.98 | 9.7 | 8.86 | 7.6 | 6.34 | 5.12 | 6.52 |
| 115..... | 26.4 | 21.87 | 17.05 | 12.90 | 9.27 | 10.05 | 9.09 | 7.8 | 6.51 | 5.28 | 6.63 |
| 120..... | 27.2 | 22.36 | 17.4 | 13.32 | 9.56 | 10.4 | 9.32 | 8 | 6.68 | 5.44 | 6.74 |
| 125..... | 28 | 22 85 | 17.75 | 13.65 | 9.85 | 10.75 | 9.55 | 8.2 | 6.85 | 5.6 | 6.85 |
| 130..... | 28.8 | 23.34 | 18.1 | 13.98 | 10.14 | 11.1 | 9.78 | 8.4 | 7.02 | 5.76 | 6.96 |
| 135..... | 29.6 | 23.83 | 18.45 | 14.31 | 10.43 | 11.45 | 10.01 | 8.6 | 7.19 | 5.92 | 7.07 |
| 140..... | 30.4 | 24.32 | 18.8 | 14.64 | 10.72 | 11.8 | 10.24 | 8.8 | 7.36 | 6.08 | 7.18 |
| 145..... | 31.2 | 24.81 | 19.15 | 14.97 | 11.01 | 12.15 | 10.47 | 9 | 7.53 | 6.24 | 7.29 |
| 150..... | 32 | 25.3 | 19.5 | 15.3 | 11.3 | 12.5 | 10.7 | 9.2 | 7.7 | 6.4 | 7.4 |
| 155..... | 32.8 | 25.70 | 19.85 | 15.63 | 11.59 | 12.84 | 10.93 | 9.39 | 7.87 | 6.56 | 7.5 |
| 160..... | 33.6 | 26.28 | 20.2 | 15.96 | 11.88 | 13.18 | 11.16 | 9.58 | 8.01 | 6.72 | 7.6 |
| 165..... | 34.4 | 26.77 | 20.55 | 16.29 | 12.17 | 13.52 | 11.39 | 9.77 | 8.21 | 6.88 | 7.7 |
| 170..... | 35.2 | 27.26 | 20.9 | 16.62 | 12.46 | 13.86 | 11.62 | 9.96 | 8.38 | 7.04 | 7.8 |
| 175..... | 36 | 27.75 | 21.25 | 16.95 | 12.75 | 14.2 | 11.85 | 10.15 | 8.55 | 7.2 | 7.9 |
| 180..... | 36.8 | 28.24 | 21.6 | 17.28 | 13.04 | 14.54 | 12.08 | 10.34 | 8.72 | 7.36 | 8 |
| 185..... | 37.6 | 28.73 | 21.95 | 17.61 | 13.33 | 14.88 | 12.31 | 10.53 | 8.89 | 7.52 | 8.1 |
| 190..... | 38.4 | 29.22 | 22.3 | 17.94 | 13.62 | 15.22 | 12.45 | 10.72 | 9.06 | 7.68 | 8.2 |
| 195..... | 39.2 | 29.71 | 22.65 | 18.27 | 13.91 | 15.56 | 12.77 | 10.91 | 9.23 | 7.84 | 8.3 |
| 200..... | 40 | 30.2 | 23 | 18.6 | 14.2 | 15.9 | 13 | 11.1 | 9.40 | 8 | 8.4 |
| 210..... | 41.6 | 31.18 | 23.7 | 19.24 | 14.78 | 16.56 | 13.45 | 11.49 | 9.71 | 8.3 | 8.61 |
| 220..... | 43.2 | 32.16 | 24.4 | 19.88 | 15.36 | 17.22 | 13.9 | 11.88 | 10.03 | 8.6 | 8.82 |
| 230..... | 44.8 | 33.14 | 25.1 | 20.52 | 15.94 | 17.88 | 14.35 | 12.27 | 10.35 | 8.9 | 9.03 |
| 240..... | 46.4 | 34.12 | 25.8 | 21.16 | 16.52 | 18.54 | 14.8 | 12.66 | 10.67 | 9.2 | 9.24 |
| 250..... | 48 | 35.1 | 26.5 | 21.8 | 17.1 | 19.2 | 15.25 | 13.05 | 10.99 | 9.5 | 9.45 |
| 260..... | 49.6 | 36.08 | 27.2 | 22.44 | 17.68 | 19.86 | 15.7 | 13.44 | 11.31 | 9.8 | 9.66 |
| 270..... | 51.2 | 37.06 | 27.9 | 23.08 | 18.26 | 20.52 | 16.15 | 13.83 | 11.63 | 10.1 | 9.87 |
| 280..... | 52.8 | 38.04 | 28.6 | 23.72 | 18.84 | 21.18 | 16.6 | 14.22 | 11.95 | 10.4 | 10.08 |
| 290..... | 54.4 | 39.02 | 29.3 | 24.36 | 19.42 | 21.84 | 17.05 | 14.61 | 12.27 | 10.7 | 10.29 |
| 300..... | 55 | 40 | 30 | 25 | 20 | 22.5 | 17.5 | 15 | 12.5 | 11 | 10.5 |
| 310..... | 56.5 | 40.5 | 30.5 | 25.5 | 20.5 | 23 | 18 | 15.5 | 13 | 11.5 | 10.71 |
| 320..... | 57 | 41 | 31 | 26 | 21 | 23.5 | 18.5 | 16 | 13.5 | 12 | 10.92 |
| 330..... | 57.5 | 41.5 | 31.5 | 26.5 | 21.5 | 24 | 19 | 16.5 | 14 | 12.5 | 11.13 |
| 340..... | 58.2 | 42 | 32 | 27 | 22 | 24.5 | 19.5 | 17 | 14.5 | 13 | 11.34 |
| 350..... | 58.5 | 42.5 | 32.5 | 27.5 | 22.5 | 25 | 20 | 17.5 | 15 | 13.5 | 11.55 |
| 360..... | 59 | 43 | 33 | 28 | 23 | 25.5 | 20.5 | 18 | 15.5 | 14 | 11.76 |
| 370..... | 59.5 | 43.5 | 33.5 | 28.5 | 23.5 | 26 | 21 | 18.5 | 16 | 14.5 | 11.97 |
| 380..... | 60 | 44 | 34 | 29 | 24 | 26.5 | 21.5 | 19 | 16.5 | 15 | 12.15 |
| 390..... | 60.5 | 44.5 | 34.5 | 29.5 | 24.5 | 27 | 22 | 19.5 | 17 | 15.5 | 12.39 |
| 400..... | 61 | 45 | 35 | 30 | 25 | 27.5 | 22.5 | 20 | 17.5 | 16 | 12.6 |

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



## EXHIBIT "B."

It is deemed unnecessary to print Exhibit "B," as it is a copy of the Western Classification of June 11, 1888 (except as noted below), with all supplements thereto, and is now in use by all railroads doing business in the State of Iowa.

EXCEPTIONS.

1. Pages 1, 2 and 3 are omitted. On page 4 the words "The Western" in the heading are omitted; also, the note marked thus: (*) below the paragraph of "Explanation of Characters."

2. All reference to ale, alcohol, beer, beer barrels, bitters in glass or wood, cider in bottles, cologne spirits, demijohns, highwines, liquors or liquids, liquor packages, porter, whiskey and wine, on pages 6, 7, 8, 13, 14, 15, 21, 26, 33 and 46, including the receptacles or packages in which the above articles are usually transported, is omitted.

4. On page 15 the following is inserted: Cream cans filled, 2; cream cans, returned empty, 4.

5. On page 21, after "Hay baled and pressed, O. R., 3," insert "C"; after "Same, O. R., of fire," change "C" to "D."

6. On page 27, referring to bulls, stallions or jacks, the words "Be sure and take release" are omitted.

7. On page 40, after "Theatrical scenery, released, prepaid, D 1," insert "3."

8. On page 44, after "Wagon or cart, common or farmer's in pieces, 1000 lbs., 1," insert "A"; after "Sleighs, boxed," change "D 1" to "1½ t 1"; after "Same, if flat car is required," change to "2½ t 1" to "D 1"; after "In crates or skeleton frames in box cars," change "2½ t 1" to "D 1"; after "In crates or skeleton frames if flat car is required," change "3 t 1" to "2½ t 1."

9. On page 45, after "Sleigh bodies, racked or crated," change "D 1" to "1½"; after "Same released," change "1½" to "1"; after "Same nested in crates, released," change "1" to "2."

10. On page 46, after "Wire fence, barbed and telegraph, 4," change "5" to "C."

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B. D. PERSONS, BLENCOE, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY COMPANY.
SIOUX CITY & PACIFIC RAILROAD COMPANY.

*Overcharge.*

Filed January 10, 1889.

DECISION OF THE COMMISSIONERS.

January 10, 1889, B. D. Persons, of Blencoe, filed complaint against above roads, for overcharge on cars of posts transported over said roads from Stratford to Onawa, and thence to Blencoe, and submits expense bills which show that the charge for the same over the Chicago & Northwestern Railway, a distance of 127 miles, was $33.92, and for the same shipment from Onawa to Blencoe, six and a half miles, a charge of $17.28 is made, the total charge being $51.20. The respondent companies acknowledge the amount charged as correct, and justify the same as correct under the distance tariff in force on said roads.

A comparison of the rates charged in this case with those established in the Iowa Commissioners' schedule of June 28, 1888, leads the Board to the

conclusion that the charges made in the former cases are unjust and extortionate, and we are of the opinion that the claim should be settled on a basis of the Commissioners' rates, which would be, from Stratford to Onawa, $22.46, and from Onawa to Blencoe, $21.84, or a total of $34.30, instead of $51.20, the amount charged. Case closed.

*Des Moines, Iowa, January 25, 1889.*

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G. R. BATHE, TUSKEEGO, IOWA,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.
} *Overcharge.*

Filed January 10, 1889.

DECISION OF THE COMMISSIONERS.

January 10, 1889, G. R. Bathe, of Tuskeego, Iowa, filed complaint for overcharge on three cars of hogs, shipped from that point to Ottumwa, over the Chicago, Burlington & Quincy Railroad, and asking a refund of $9.45, claiming that respondent's agent at Tuskeego gave him a rate of 14.4 cents per hundred, with 15,000 pounds as the minimum for a thirty foot car. This statement is verified by letters of the agent at Tuskegoo. Respondent road rejects the claim of complainant for a rate of $21.60 per car, being 14.4 cents on 15,000 pounds, but tenders complainant the difference between 15 cents, the rate charged, and 14.4 cents, the rate given by agent, basing it on actual weights. The claim of complainant that cars weighing respectively 17,200 pounds and 17,300 should be carried at the minimum of 15,000 pounds, because billed by agent at the minimum, cannot be allowed, it being contrary to law, and a discrimination against other shippers. The rate of 14.4 cents, being the rate given by agent at Tuskeego, on the actual weight of cars, numbers 15311 and 15315, and the minimum of 15,000 pounds, on car number 8013, is recognized by the Commission in this case as a proper basis of settlement, and it is recommended that the difference, being $2.97, be refunded to complainant.

*Des Moines, Iowa, March 29, 1889.*



D. P. ALLEN, CARROLL COUNTY, IOWA,
vs.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY AND CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
} *Overcharge and loss of goods.*

Filed June 14, 1889.

DECISION OF THE COMMISSIONERS.

January 14, 1889, D. P. Allen, of Carroll county, filed complaint in the above case for overcharge on car load of goods, consisting of old iron, rags, etc., shipped from Templeton, Iowa, to Des Moines. Also for loss of goods while in transit to and from said points, and claiming $29.54 as due him on overcharge and loss of goods.

Regarding the overcharge, one of the respondent roads, the Chicago, Milwaukee & St. Paul, tendered $8.09 in settlement of the same, which, in a letter of May 11th, is accepted by complainant, and the claim for loss of goods, so far as this road is concerned, is closed.

As to the claim against the Chicago, Rock Island & Pacific Railway Company of $16.20 for goods lost in transit, the statements are contradictory and conflicting, and the Commissioners are of the opinion that the claim is not clearly proven, either as to loss of goods, value of same, or liability of respondent road for damages.

*Des Moines, Iowa, August 30, 1889.*

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FORT MADISON CHAIR COMPANY, FORT MADISON, IOWA,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD.
BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.
} *Excessive rates.*

Complaint filed January 14, 1889.

DECISION OF THE COMMISSIONERS.

On January 14, 1889, Governor Larrabee referred to the Commissioners a letter from the Fort Madison Chair Company, with a communication from McCampbell & Day, of Muscatine, for examination and investigation. The papers charge that two railroads, under the provisions of a joint tariff, charges on chair stuff, knocked down from St. Louis to Muscatine, 284 miles, twenty-nine cents per hundred pounds, they charge from Fort Madison to Muscatine, ninety-two miles, thirty-nine cents per hundred. The answer of the railroad companies claim the rate from Fort Madison to Muscatine to be thirty-six instead of thirty-nine cents; the error, if it is one,

is immaterial, as the amount charged is admitted to be an excess of seven cents per hundred for less than one third the distance. This case has not been acted upon before, as the principle involved (whether the Commissioners could, under the provisions of law, require the railroads to make a joint rate) was pending in the cases of the *Cities of Davenport and Burlington vs. The Burlington, Cedar Rapids & Northern, and Chicago, Rock Island & Pacific Railways.* These cases were decided August 9th, against the delegation of any such authority. The rates charged in the complaint were the rates then in operation on the two roads, being the sum of the local rates from Fort Madison over the Chicago, Burlington & Quincy, nineteen miles, to Burlington, and from Burlington over the Burlington, Cedar Rapids & Northern, seventy-three miles, to Muscatine. While the rates were in excess of those fixed by the Commissioners at the time, they may be presumed to be the legal rates, as the Commissioners were, at that date, prohibited by injunction from enforcing the rates fixed by them.

The rates are largely in excess of a reasonable and just proportion of the rates from St. Louis to Muscatine, but they find no authority in the law to remedy the inequality.

*Des Moines, Iowa, August 27, 1889.*

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CITIZENS OF ALGONA, IOWA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

*Asking passsenger station nearer the center of the town than the present joint station.*

Filed January 22, 1889.

DECISION OF THE COMMISSIONERS.

On January 22, 1889, a petition was filed in the office of the Railroad Commissioners, signed by H. C. McCoy and ninety-seven others, asking that a "Y" be put in connecting the tracks of the Chicago, Milwaukee & St. Paul and the Chicago & Northwestern Railway; also that the Chicago, Milwaukee & St. Paul Railway Company be ordered to build a passenger depot at some more convenient point for the use of citizens and the traveling public, the present depot being located a mile from the business part of the town. As the first proposition in the complaint affects the two companies and the latter only one, and the matter complained of bears no relation to each other, the Board has thought best to treat each separately and on its own merits. This opinion will consider the latter clause, the petition for a passenger station nearer the business center of the town.

By an examination of the profile of the Chicago, Milwaukee & St. Paul Railway, on file in the Commissioners' office, it was found that the west end of the passenger and freight depot grounds at Algona is at the top of a grade descending west at the rate of 52.8 feet per mile for a distance of 7,700 feet; then following a level of 400 feet, and the grade ascends going west at about the same rate for 8,100 feet, the bridge across the river being on the grade



ascending west. The point designated by the citizens of Algona as a suitable place for a passenger station is at the crossing of a street running north from the west side of the court house square, and not far from one-half mile from that building. This place is within 1,500 feet of the foot of the grade and 6,200 feet from the top of the grade. The present passenger building, as the Commissioners were informed, is one and one-third miles northwesterly from the court house square, which is near the business and population of the town.

When it can be avoided it has never been the practice of railway companies to place either passenger or freight stations on grades, and the Commissioners are not aware of any station in the state being located on a grade of this rapidity of descent; in fact do not know of one anywhere. The reasons are obvious. On a straight line in perfect adjustment, on an eighteen foot grade, a car if started will run by its own gravity independently. On a twenty-five foot grade without some brake a car will start and run; on a fifty foot grade very great care must be taken to prevent cars getting away, or in other words, a station, either passenger or freight, on a fifty foot grade, the Commissioners regard as dangerous.

In support of this position, they refer parties interested to the investigation to the disaster at Inwood, on the Chicago, Milwaukee & St. Paul Railway, the report of which will be found in the Investigation of Accidents, report of 1887, page 162. A passenger station on a steep grade is contrary to railroad practice and experience, and if any accident should occur resulting from this departure from general practice, they are of the opinion that the railroad company would be held liable for negligence or for having disregarded well established principals necessary for safety in the conduct of their buisiness. For these reasons the commissioners cannot advise a station at the place designated, or know of no point where it could be located nearer than the present station.

The opinion on the "Y" will be filed after an argument that the railway company desires to make.

*Des Moines, Iowa, August 30, 1889.*

On February 20, 1889, the Chicago, Milwaukee & St. Paul Railway Company filed the following statement of sales of tickets for 1888:

"The amount of sales of tickets at Algona station for 1888 was $12,058.26.

"Yours truly,

"ROSWELL MILLER,
*General Manager.*"

CITIZENS OF ALGONA, IOWA,
vs.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
CHICAGO & NORTHWESTERN RAILWAY COMPANY.
*Transfer facilities.*

Filed January 22, 1889.

On January 19, 1889, W. L. Joslyn, petitioned the Commissioners for a "Y" and transfer facilities at Algona, between the Chicago, Milwaukee & St. Paul Railway and the Chicago & Northwestern Railway, at that point, that the tracks of said roads be thus connected, that cars may be transferred from one road to the other. This Board having in one or two similar cases held that the language of the statute requiring the construction of wyes and connections between intersecting roads is mandatory, and that the decision of the Board in said cases having been questioned and resisted by the roads defendant, and being now in the courts, it is the opinion of the Commission that this and other similar cases pending be passed for the present, pending the decision in the foregoing cases in the courts. Case continued.

*Des Moines, Iowa, September 19, 1889.*

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G. F. CAPRON ET AL., CAPRON, IOWA,
vs.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

Complaint filed January 1, 1889.

DECISION OF THE COMMISSIONERS.

On December 30, 1888, C. F. Capron wrote the Commissioners that citizens in the vicinity of Capron had purchased and caused to be deeded to the Chicago, Milwaukee & St. Paul Railway Company a piece of land at the place where the State Center branch of the Iowa Central Railway crosses their railway in Marshall county, the railway station being called State Center Junction, the postoffice, Capron.

The consideration for the lands was an agreement to build stock-yards, a grain house, and depot like the rest of the depots on the line. The stock-yards and grain house were built as per contract, but the passenger and freight house has not been built, and the company is using for that purpose a small building that was on the right of way before the additional ground was deeded. The complainant asks that the contract be enforced.

The Commissioners do not feel that it is their province to determine the extent of obligation imposed by the contract or the question of fact raised by the evidence.

Chapter 24, laws of the Twentieth General Assembly, says, that "all railroad corporations shall at all points of connection, crossing, or intersection



with the roads of other corporations, unite with such corporations in establishing and maintaining suitable platforms and station houses for the convenience of passengers desiring to transfer from one road to the other and for the transfer of passengers, baggage and freight, * * * and shall keep such depot or passenger house warmed, lighted and opened to the ingress and egress of all passengers a reasonable time before the arrival and until after the departure of all trains carrying passengers * * * and when so ordered by the Railroad Commission."

On December 18 the Commissioners went to Capron and met Mr. Capron, Mr. Anderson, and a large number of citizens from the vicinity; also, Mr. Campbell, superintendent of this division of the railroad. They found that the building now in use is small, and does not seem to be properly placed, either for the purpose of transfer or for the accommodation of persons coming to the station to take trains. The railroad company claim the station accommodations are sufficient for all travel and traffic, and to sustain their position give the amount of ticket sales for the months of September, October and November, 1889, on the Chicago, Milwaukee & St. Paul as $83.07, and on the Iowa Central, $6.90; freight, less than car-load lots, Chicago, Milwaukee & St. Paul, $9.35, car-load lots, $286.44; on the Iowa Central road, less than car-loads, $15.08. Disregarding any claim that may be made on the contract by which the extra amount of land was obtained, the Commissioners conclude that they should confine their ruling in this case to the actual wants of the station. To properly accommodate these, they are of the opinion that a platform should be built along the tracks of each road from the crossing, and that a room for passengers should be attached; the present office is probably large enough for the purpose for which it is used, and the other room sufficient for freight and baggage. The passenger room might be a continuation of the present structure, but should be larger, and made comfortable as a waiting room, and kept warm and lighted for a reasonable time before the arrival and after the departure of all trains carrying passengers. The platform should be accessible to teams bringing freight or passengers to the roads. This can readily be done, as there is plenty of room on the land acquired, in addition to the purposes for which it is now used.

*Des Moines, Iowa, December 19, 1889.*

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FRED. VOSS, LOGAN, IOWA,
vs.
CHICAGO & NORTHWESTERN RAILWAY COMPANY.
*Overcharge.*

Filed January 28, 1889.

January 28, 1889, Fred. Voss of Logan, Iowa, filed complaint in above case, for overcharge on shipment of stock from Logan to South Omaha. Complainant sets forth that said shipment was made December 17, 1888, one car containing nineteen cattle, freight $21, and a second car with ten head of cattle, and twenty hogs, charges (which are claimed excessive), $41.07,

shipped at same time, in same train. The attention of respondent being called to complaint, February 8th, by the Commissioners, Mr. Whitman, general manager, replied February 9th, that the matter had been referred to Mr. H. C. Wicker, traffic manager. February 11th, Mr. Wicker writes, claiming the shipment was inter-state. The attention of H. R. McCullough, general freight agent, being called to the case, he replied under date of May 13th, that he had examined into the complaint, and that a voucher for $16.27 had been forwarded to Mr. Voss, in settlement of his claim. May 29th, Mr. A. L. Harvey, attorney for complainant, acknowledges settlement of claim, and the case is closed.

*Des Moines, Iowa, June 4, 1889.*

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H. A. GILBERT, SECRETARY ELLSWORTH ALLIANCE, ESTHERVILLE, IOWA,

vs.

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.

*Overcharge.*

Filed February 8, 1889.

DECISION OF THE COMMISSIONERS.

On February 8, 1889, H. A. Gilbert, secretary of Ellsworth Alliance, Estherville, Iowa, filed complaint as above, claiming refund of overcharge of $10.56, on car-load of coal shipped February 2, 1889, from Des Moines to Estherville. The affidavit of complainant sets forth that the agent of respondent road, at Estherville, on inquiry, gave him the rate for coal from Des Moines to Estherville, at $1.41 per ton, but claimed, when the shipment was made, that he had made an error in giving rate, and charged $10.56 additional, which was paid under protest. The agent acknowledges the rate given as $1.41, claiming error in giving the same; but the complainant having made shipment in good faith on the rate as given by agent, the Commissioners are of the opinion that the overcharge, as above, should be refunded, as asked by petitioner. Case closed.

*Des Moines, Iowa, March 21, 1889.*

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A. A. HIBBARD, PAULINA, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY COMPANY.

*Damage to stock.*

Filed February 11, 1889.

February 12, 1889, A. A. Hibbard, of O'Brien county, Iowa, filed complaint against the above company, claiming damages for six hogs killed by engine on December 11, 1888, on complainant's farm. The attention of the company being called to the same, J. M. Whitman, general manager, under date of February 19, acknowledges receipt of a copy of complaint, and notifies the Board that the claim has been conceded and a voucher for $36 forwarded to complainant. April 13, 1889, complainant acknowledges settlement of the claim. Case closed.

*Des Moines, Iowa, April 25, 1889.*



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A. YOCUM ET AL., VAN CLEVE, IOWA,

vs.

CHICAGO, ST. PAUL & KANSAS CITY RAILWAY COMPANY.

*Overcharge.*

Filed February 2, 1889.

February 2, 1889, A. Yocum, of Van Cleve, Iowa, for himself and twelve others, filed with the Commissioners the correspondence in full with reference to an alleged overcharge on passenger tickets from Melbourne station to Des Moines, during the State fair in 1887. It was claimed that complainants paid full rate both ways, which was an overcharge of $1.35 on each passenger. The matter was referred to General Manager Egan. A lengthy correspondence followed and several affidavits were filed to substantiate the claim of complainants. On the 8th of October, I. C. Milhous, for complainants, advised the Commissioners that the claim had been settled.

Case closed.

*Des Moines, Iowa, October 15, 1889.*

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CUNNINGHAM & GRAY, BLENCOE, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY COMPANY.
SIOUX CITY & PACIFIC RAILROAD COMPANY.

*Discrimination and overcharge.*

Filed February 12, 1889.

February 12, 1889, complaint was entered by the foregoing parties of Blencoe, Iowa, against the Chicago & Northwestern Railway Company, for overcharge on car of fence posts, shipped from Stratford to that point, and also for discrimination and overcharge on four car-loads of lumber shipped from Clinton to Blencoe.

A copy of complaint was forwarded to respondent road, February 27th, and February 28th J. M. Whitman, general manager, replied, saying the matter had been referred to Mr. H. C. Wicker, traffic manager, for atten-

tion, but up to the date of this statement no response has been received from him, although his attention has been called to it.

April 24th complainant notified the Board that the respondent road had made satisfactory settlement of claim, and asking to withdraw complaint.

Case closed.

*Des Moines, Iowa, April 25, 1889.*

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FRITZ & DOUGLAS, WAVERLY, IOWA,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY AND CHICAGO, ST. PAUL & KANSAS CITY RAILWAY COMPANY. } *Discrimination.*

Filed February 14, 1889.

DECISION OF THE COMMISSIONERS.

Messrs. Fritz & Douglas, of Waverly, make a complaint to the Board which is substantially as follows: That from July 10th, or the time fixed by law for the Commissioners' rates to go into effect, until October 26, 1888, they were charged by both roads on fourth class goods from Dubuque to Waverly, 112 miles, twenty-one cents per hundred pounds, while the rate from Dubuque to Lyle, a station on the Minnesota State line, 174 miles, was but fifteen cents per hundred. They send sundry expense bills to verify the complaint. The railroad companies admit the charge and state that this was a mistake, and corrected as soon as the attention of the management was called to it. The rate to Waverly was continued at twenty-one cents; that to Lyle made 23.5 cents per hundred pounds for fourth class goods. On February 6, 1889, after the decision on the injunction case by Judge Brewer, the rate from Dubuque to Waverly was made 12.99 cents on fourth class goods, this being the Commissioners' rate for that distance, the rate from Dubuque to Lyle remaining 23.5 cents. The question for determination is, as understood, are the complainants entitled to the rate [illegible] from July 10, 1888, to February 6, 1889, on all fourth class goods shipped during that period, or, in other words, were the Commissioners' rates in force notwithstanding the injunction restraining their publication? The position taken by the Commissioners in the litigation was that the rates were in force. The court did not rule upon this point, and it is not a proper matter for the Commissioners to determine, they having been parties to the litigation. To determine how far an injunction issued by the federal courts would operate to arrest the action of a State Board obeying the special orders of a State law, it will be necessary for the complainants to submit the whole subject to the courts.

*Des Moines, Iowa, May 9, 1889.*



JULIUS IVES, DICKENS, IOWA,
vs.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY. } *Crossing.*

Filed March 4, 1889.

March 4, 1889, Julius Ives, of Dickens, Iowa, filed complaint against the above road for failure to maintain good and suitable crossing on his farm, near that place, claiming that the width of the crossing was not sufficient, and, further, that the crossing was taken up by the company in the fall and replaced at their pleasure in the spring, to his great inconvenience.

In response to notice from the Board, March 20th, respondent road, through Roswell Miller, president and general manager, gave assurance that prompt attention would be given to complaint. April 17th complainant writes, acknowledging the reconstruction of the crossing in a satisfactory manner.

*Des Moines, Iowa, May 8, 1889.*

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J. MURRAY HOAG, MAQUOKETA, IOWA,
vs.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY. } *Overcharge.*

Filed March 13, 1889.

March 13, 1889, J. M. Hoag, of Maquoketa, Iowa, filed complaint against the above road for overcharge on car-load of ponies shipped August 31, 1888, from that point to the State fair at Des Moines. Complainant states, that by order of General Freight Agent White they were billed through via Madrid, and thence over the St. Louis, Des Moines & Northern Railway, a narrow gauge road, to Des Moines, though the direct line, and the one formerly shipped over by complainant was the Chicago, St. Paul & Kansas City Railway, the agent at Maquoketa remarking that "none of the roads would have anything to do with the Stickney road." Complainant had fitted up car with stalls and other necessary conveniences, and a transfer at Madrid to a narrow gauge car would have necessitated a refitting of a car. The car, however, was transferred to the Chicago, St. Paul & Kansas City Railway at Melbourne, and thence to point of destination, and returned over same route, an additional expense of $12.38 being entailed, which complainant was compelled to pay, notwithstanding he had prepaid transportation.

The attention of the Chicago, Milwaukee & St. Paul officials being called to the complaint, Roswell Miller, president and general manager of respondent road, acknowledges correctness of claim for overcharge, and the amount has been refunded to complainant, and case is closed.

*Des Moines, Iowa, March 3, 1889.*

SUPERVISORS OF MARSHALL COUNTY, IOWA,
vs.
CHICAGO & NORTHWESTERN RAILWAY COMPANY.
*Highway crossing.*

Filed March 22, 1889.

DECISION OF THE COMMISSIONERS.

March 22, 1889, the board of supervisors of Marshall county filed a complaint against the above railroad for failure to open up right of way and construct a new crossing over its line of road at a point where a change of highway has been ordered by said board, said change being as follows: "Vacating a portion of the highway in section 6, township 83, north range 19 west, commencing at a point where said highway leaves the west line of said section 6, and bears a northeasterly course until it crosses the line of the Chicago & Northwestern Railway track and right of way, and running thence in course south of east until said highway strikes the north line of the south half of the southwest quarter of said section 6," and praying that in lieu thereof there be a highway established "commencing at the point where said highway diverges from the west line of said section 6, in township 83, north range 19 west, and running thence north on the west line of said section to the northwest corner of the south half of the southwest quarter of said section 6, to a point where the present highway crosses said line."

Said change of highway was made by said board of supervisors on the recommendation of a Commissioner Joseph Smith, appointed by the county auditor, who on June 16, 1887, reported "that the length of line of the new location is about the same as the road sought to be vacated, and the railroad crossing is very much better, giving a longer distance to see moving trains; also would benefit the adjacent land owners, and a fair route for the construction of a road." All the legal steps required being taken, said new highway was established by said board and opened up for travel, a new bridge was built over the creek running over the same, and the respondent road notified to put in a crossing upon said road, so as to admit of public travel over the same; but said road refuses, unless complainant will defray expenses of said crossing, to open fences along their right of way, or to put in a crossing, or to take any steps toward opening up a way for public travel, and the public are compelled to go north through the old crossing and travel a long distance depriving them of the use of the newly established highway.

Respondent road replying to petition of complainant "denies that said new highway has been legally laid out across the right of way of said company; states that it is willing to permit the same to be laid across its said right of way, provided, it is indemnified and saved from the cost and expense of making such crossing. That it is not in any way benefited by said highway; that it has offered to open said highway across its right of way, and make suitable and proper crossings of its tracks therefor, provided complainant will repay the actual expense of so opening and constructing such crossing, but that the said county has refused or neglected to arrange for the payment of such expense;" also denying the jurisdiction of this Commission over the subject matter of this complaint, and asking that the petition be dismissed.



The questions raised in this controversy are not new, and different opinions in regard to them have been held from time to time. The Iowa Commission as late as 1885 held that the statutes of the state regarding highway crossings over railroads refer to the original crossing of the highway by the railroad, and that no authority exists to compel a railroad company to construct a crossing over any highway, established after the construction of said railroad, the Board holding, in their eighth annual report that "all laws upon this subject seem to have been framed solely with the idea of protecting highways already in existence * * * there is no law," say they, "clearly defining the rights and duties of the railway company or the county authorities when it becomes necessary for the public to establish a highway, after the railway had been constructed."

Section 1288, of the Code, says: "Every corporation constructing or operating a railway shall make proper cattle-guards when the same enters or leaves any improved or fenced land, and construct, at all points where such railway crosses any public highway, good, sufficient and safe crossing," etc.

The complainants base their demand on the respondent road for the construction of this crossing, on the words in the foregoing section: "Every corporation constructing or operating a railway shall construct at *all* points, where such railway crosses *any* public highway, good, sufficient and safe crossing." The respondent road claims this language only refers to crossing at highways that were in existence at the time of the building of said road across said highway.

There being a doubt in the minds of the Board as to the meaning of the language quoted above, the opinion of the attorney-general was invoked, who, in an elaborate opinion, held that the language of the statute was intended to cover all highways crossing any railway, whether constructed prior or subsequent to the building of said railway. We quote: "The particular question here involved is, 'Is the railroad company, under this section (1288 of the Code), required to follow the board of supervisors in its changes of highways, intersecting the railroad lines, and to construct crossings at intersections made necessary by such changes?' I think that the duty imposed by this section must follow the railroad company, and require it to recognize the lawful changes of highways, and bind it to construct crossings on the new lines established by the Board. The language quoted was enacted in view of the power of the board of supervisors to vacate the established or existing highways; it was enacted in view of the power of the board of supervisors at some later date to vacate a highway intersecting the line of railway, and to establish a new county road intersecting the same line at another point. If it had been the intention of the legislature to require, in such cases, that the county, instead of the company, should construct crossings at the new points, it would have been so declared."

While the majority of the Commissioners adhere to the former opinion of the Board, yet, recognizing the importance of an official determination of this question, are of the opinion that the prayer of the petitioners be granted, and that respondent road construct said new crossing asked for, and open

said new highway to the public as soon as practicable, and maintain the same as though it was the original crossing now vacated.

As to the question of the jurisdiction of this Board, the Commissioners are of the opinion that section 3, chapter 77, acts of the Seventeenth General Assembly, clothes them with ample authority over cases of this character, and makes it their duty to attend to the same.

*Des Moines, Iowa, April 5, 1889.*

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W. S. BELL, DES MOINES, IOWA,
vs.
BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.
} *Failure to construct cattle-guards.*

Filed March 27, 1889.

March 21, 1889, W. S. Bell, in behalf of his mother, of Gower township, Cedar county, Iowa, entered complaint against the above railway company, for failure to construct cattle-guards at railway crossing on her farm, in section 17, said township, claiming that while a farm gate has been constructed at said crossing, yet they have suffered by having numerous cattle killed, and that with the damage thus sustained, and the inconvenience of opening and closing of said gate, cattle-guards are a necessity, and asking that the company construct the same at an early day.

The respondent, on receiving notice of the complaint, gave it prompt attention, and on the 13th of April replied to notice from this Board, that instructions had been given to construct said cattle-guards as asked.

May 2d complainant notifies the Board that the cattle-guards asked for have been satisfactorily constructed, and that the case be closed.

*Des Moines, Iowa, May 7, 1889.*

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MRS. H. M. REASNOR, REASNOR, IOWA,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
} *Overcharge.*

Filed April 3, 1889.

April 3, 1889, Mrs. H. M. Reasnor, of Reasnor, Iowa, filed complaint in the above case, for overcharge of $31.33, on shipment of two cows from that point to Orleans, Neb., filing with complainant copy of shipping bill from Reasnor to Orleans, prepaid $10.32, rate 70 cents per 100 pounds, weight 1,200 pounds.

Replying to notification from the Commissioners, the respondent road concedes an overcharge, and claims an underweight. Its agent at Reasnor, it claims, erred in giving a 70 cent rate to Orleans; it should have been only to



Council Bluffs; he also erred in shipping at actual weight, 1,200 pounds, when under the official classification the weight should have been 3,500 pounds. The respondent offers to refund $11.55, the overcharge on a basis of 3,500 pounds weight, and complainant accepting the offer, case is closed.

*Des Moines, Iowa, May 9, 1889.*

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CITIZENS OF COLFAX, IOWA,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
} *New depot.*

Filed April 9, 1889.

April 9, 1889, H. W. Robinson and forty-five other citizens of Colfax filed complaint against the above railroad, of insufficient accommodations and depot facilities at that point, and asking this Board to condemn the building used as such as obnoxious, and order a new one instead.

The attention of General Manager St. John was at once called to the complaint, and April 18 he replied, asking postponement for thirty days on account of necessary absence in the west. The Board urged the necessity of prompt action, on account of the proximity of the sanitary season, with its increased travel at this point.

May 1st Hon. A. Kimball, general superintendent, replied, acknowledging the receipt of the request of the Commission, saying the plans for a new depot were ready, and the work would be commenced at an early day; and soon after the work of constructing the same was begun.

On viewing the premises September 10, the Commissioners find the new addition, which is complete and occupied, to be 40x22 feet, with ladies' waiting-room, and accommodations 30x22, a telegraph and ticket office, 10x22, with observation window; the former general waiting-room has been renovated and refitted for gentlemen, the whole building outside repainted, and inside finished with new desks, tables, chairs and modern seats, and the accommodations are such as to be satisfactory to complainants and meet the wants of travel at that point. Case closed.

*Des Moines, Iowa, September, 12, 1889.*

J. H. TALLMAN, PATON, IOWA,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
*Loss by stock killed.*

Filed March 16, 1889.

In the above cause, filed March 16, 1889, complainant asks pay for cow killed by an engine of said company at Paton, February 8, 1889. April 9 S. S. Stackhouse, adjusting agent for respondent company, replying to notice from this Board, denies responsibility of company for said loss, the accident having occurred on the company's grounds, between the switches at Paton.

By numerous affidavits complainant establishes the fact that at time of accident the train was running at a speed of 18 to 20 miles an hour, instead of 8 miles, as required by law, and establishing the company's liability for the loss.

April 25 T. S. Wright, general attorney, notified the Board that the claim would be settled, and May 23 complainant acknowledges satisfactory adjustment. Case closed.

*Des Moines, Iowa, June 6, 1889.*

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D. BRUNSKILL, HAWARDEN, IOWA,
vs.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
*Damage from fire.*

Complaint filed October 4, 1889.

DECISION OF THE COMMISSIONERS.

Complainant, D. Brunskill, owns a farm one mile south of Hawarden, on the line of respondent's road. On the 1st day of April, 1889, fourteen acres of complainant's premises were burned over, as he claims, by a fire from sparks from one of respondent's engines, and that his damages were in the sum of five hundred dollars. After the complaint was filed with the Commissioners, complainant commenced suit in the State courts. The company filed a motion to transfer to the federal court, and complainant dismissed his case and again applied to the Commissioners for relief.

This is a case involving questions of private right, tenable before a jury. It is admitted that the fire started outside of the right of way, and the question to be determined is whether the locomotive that set out the fire was in good order and carefully and skillfully handled. The company claims that the locomotive was equipped with an extension front, and was in good order. Complainant asserts that it appeared to be working hard and was throwing off great rings of smoke and emitting sparks that were thrown 130 feet.

As before stated, these are questions for a jury. The Commissioners having failed to bring about a settlement of this case by agreement between the parties, close it without prejudice.

*Des Moines, Iowa, November 1, 1889.*



WM. ROBINSON, FORT DODGE, IOWA,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY.
*Damages.*

Filed April 11, 1889.

DECISION OF THE COMMISSIONERS.

The foregoing complaint for damages on car-load of potatoes shipped from Ft. Dodge to Sioux City, March 6, 1889, was filed in this office April 11th. Complainant claims that of this shipment of six hundred and two bushels, two hundred and thirty-two bushels were delivered at point of destination in a damaged and unsalable condition, entailing a loss to him of $53.32; that said potatoes were loaded in a car at Fort Dodge in good condition, but were damaged by contact with salt on the floor of said car, which permeated the potatoes, rendering them wet and unsalable, and a total loss.

The respondent road, which submits the case to the decision of this Board, denies that the potatoes were shipped in good condition; claims that a part of them were frozen prior to loading in the car; that being loaded in a refrigerator car the warm air brought out the frost in them, and that the fact that only a portion of the shipment was so affected is evidence that the salt in the car did no damage.

The complainant introduces affidavits of four witnesses, who loaded the car, who testify that the potatoes were in good condition and not frozen when shipped. The respondent's agent at Fort Dodge telegraphed to the agent at Sioux City, March 7th, as follows, in response to an inquiry for Sioux City: "Examine potatoes in Illinois Central refrigerator car, No. 16181, shipped from here yesterday in good order. Only wet from salt that was not swept out of car. Please examine closely and report condition.
(Signed) K. I. A."

March 14th the same agent, in a letter to W. R. Bascom, assistant general freight agent, Dubuque, regarding the condition of the car when loaded, writes as follows:

FORT DODGE STATION, March 14, 1889.

W. R. BASCOM. *Assistant General Freight Agent, Dubuque:*

DEAR SIR—Replying to attached papers, I furnished Mr. Robinson an ice refrigerator to load his potatoes in for Sioux City. It appears that in shoveling the potatoes back in the car enough salt got mixed with them to cause them to look watery, as if frozen. I saw the potatoes as they were being loaded into the car, and think they were first class in every respect. I did not see every dray load that went into the car, but saw several, and it is my opinion that the potatoes left here O. K.

Yours truly,
K. I. ALEXANDER,
*Agent.*

On behalf of respondent road, the affidavit of A. S. Hanford, a wholesale dealer in produce, a shipper at Sioux City, is introduced. Mr. Hanford testifies that "if said potatoes were frozen, they must have been so frozen during the cold snap in February, while the same were stored in Fort Dodge before being put into the car, and never received any injury in said car; that

the warm car drew the frost off of said potatoes, and consequently made the wet, dirty lot of potatoes that were in one end of the car."

This is the only evidence introduced by respondent road, although the statements of a number of shippers and merchants are attached, to the effect that in their opinion the damage to the potatoes in question was caused by their being frozen at some period prior to date of shipment.

From a careful analysis of the testimony, the Commissioners find that the parties who loaded the potatoes were positive they were in good condition and not frozen; from the evidence of respondent's agent, the potatoes were accepted and shipped in good condition; that said agent went to the car and inspected, received and O. K.'d the car, and sent it forward, and that respondent is bound by the act of its agent. The decision of the supreme court in the case of *Kinnick Bros. vs. The Chicago, Rock Island & Pacific Railroad Company*, 69 Iowa, 665, as to responsibility of respondent for acts of its agents, is very pertinent here. The court says: "It is not claimed that there was any deceit or misrepresentation by plaintiff, as to the condition of the car or to its loading; defendant's agent who made the contract for it, went to to car after the loading was done, and closed and sealed it. There was nothing to prevent him from seeing the manner in which it was loaded."

As to furnishing a car in a suitable condition for transporting shipments, the court held, in 63 Iowa, 611: "If, by its negligence the property was exposed, while in its possession, to the danger which injured it, we think it is responsible for the injury."

Again, in a case similar to this, the court says: "One of the undertakings of the common carrier, however, is that he will not expose the property entrusted to his care to any improper hazards or extraordinary peril; and if by reason of his act or omission, it is exposed to perils or hazards which ordinary foresight could have apprehended and provided against, he is accountable for such injury as may be occasioned by such exposure."

In this case in controversy, the respondent's agent failed to use proper precaution in preparing the car for the shipment tendered; he accepted and forwarded the same in good condition, and acknowledges the shipment to have been affected by the condition of the car in which it was shipped.

In harmony with the above decisions, and from the testimony in the case, the Commissioners are of the opinion that the complainant is entitled to the amount of his claim, and that respondent road make good to him the loss sustained as claimed above.

*Des Moines, Iowa, September 12, 1889.*



F. ROYBAR, VALERIA, IOWA
vs.
CHICAGO, ST. PAUL & KANSAS CITY RAILWAY COMPANY.
} *Asking a platform at Valeria.*

Filed April 12, 1889.

DECISION OF THE COMMISSIONERS.

On April 12 the Commissioners received a communication from F. Roybar, asking that a platform be ordered at the station at Valeria, on the Chicago, St. Paul & Kansas City Railway, stating that "the main track on which trains are run through this station is about sixteen feet from the depot platform and our commercial baggage, which is heavy, is thrown down on the ground, which, in wet weather, is an injury." He further states that the people are a unit in asking for the platform. His letter is indorsed by O'Brien Bros., dealers in general merchandise, Valeria. On April 18, James Egan, general manager of the road, writes the Board that he will have "a platform constructed to avoid complaints of this kind."

On June 18th Mr. Roybar again writes the Commissioners "that the company has put in, or filled between the tracks with planks the length of a coach; if it was eighteen inches high it would be sufficient." In reply to further inquiries from the Board, Mr. Egan submits a letter from H. Fernstrom, engineer of the road, with a ground plan of the platform, which is 112 feet long and connects with the platform of the station building. He says "as the tracks are only thirteen feet apart from center to center, it is impossible to put in a raised platform." Mr. Fernstrom does not tell why it is impossible, and the Commissioners are left to form their own conclusions. Between the depot building and the main track is a side-track, on which cars are switched to be loaded and unloaded, coupled and uncoupled. It is supposed that a platform higher than the rail would, under this condition, be dangerous to those employed in coupling cars and in crossing the side track in the way of the cars. If this be the situation, the company is right in refusing to put the platform eighteen inches above the rail. The Commissioners would hesitate to order anywhere a platform eighteen inches above the rail, or any other height, should the railway company claim that accidents were liable to happen from its being raised. In this case (if they understand it) a raised platform would be dangerous in the operation of the road, and they hold that the company which is held responsible for accidents resulting from improper construction is properly the best judge of what the elevation should be.

*Des Moines, Iowa, September 19, 1889.*

CITIZENS OF ONEIDA, IOWA,
vs.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.
CHICAGO, ST. PAUL & KANSAS CITY RAILWAY COMPANY.
*Petition for depot.*

Complaint filed April 17, 1889.

On April 16, 1889, J. F. Rulon writes the Board asking them to order a station at the crossing of the Chicago, Milwaukee & St. Paul and the Chicago, St. Paul & Kansas City Railways, and asks that the order be made quickly. Mr. Egan replies in behalf of the Chicago, St. Paul & Kansas City, that his company has a depot within eight hundred feet of the crossing, and a platform extending towards the crossing two hundred feet. On June 7th Mr. Miller, for the Chicago, Milwaukee & St. Paul, says they are arranging to remove the depot to the junction and maintain it at joint expense. On September 6 Mr. Miller writes that his company has abandoned the making of a joint station and will put up a small depot of its own. On December 18th Mr. Miller writes the Board that the depot is nearly completed and will be ready in a few days, which will close the case.

*Des Moines, Iowa, December 20, 1889.*

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CITIZENS OF SLOAN, IOWA,
vs.
SIOUX CITY & PACIFIC RAILROAD COMPANY.
*Lack of passenger train service*

Filed April 19, 1889.

On the 19th of April, 1889, F. J. Mitchell, mayor, and many other citizens of Sloan, made complaint against the above railroad company for failure to stop passenger trains and afford the citizens of that place proper passenger service, and asking relief. The petitioners say that respondent road absolutely refuses to carry passengers on its freight trains; that the running time of the passenger trains is such as to greatly inconvenience the traveling public at that point; that the train known as the St. Paul & Kansas City train, which passes Sloan at 9:58 P. M. going north, and 5:45 A. M. going south, does not stop; that the agent there is instructed to neither signal it, nor ask to have it stopped, though it would give them the facilities so badly needed.

After a lengthy correspondence with General Manager Burt of respondent road, in his reply of June 27, 1889, he informs the board that their company has determined to make a trial of stopping their St. Paul & Kansas City train for passengers at Sloan, when flagged. On July 3d, Mayor Mitchell writes to the Commission that their "present arrangements are satisfactory." Case closed.

*Des Moines, Iowa, July 11, 1889.*



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P. ENNESSY, NEW HAMPTON, IOWA,
vs.
CHICAGO, ST. PAUL & KANSAS CITY RAILWAY COMPANY.
*Failure to provide crossing as per contract.*

Filed May 2, 1889.

DECISION OF THE COMMISSIONERS.

On May 2d a letter from P. Ennessy to Governor Larrabee was submitted to the Commissioners for consideration. The complaint states that in his right of way contract Mr. Ennessy was to have a passable crossing for his cattle and that it has not been furnished and from the failure he suffers great inconvenience and expense in caring for them.

The Commissioners went to Mr. Ennessy's farm on May 8th, and examined the crossing, also a copy of the right of way deed. The deed provides that he shall have the usual farm crossing, and in addition a good crossing for his stock. The farm crossing to the lands cultivated and in crops seems to be in good condition and satisfactory. The company has evidently intended to have a cattle-crossing under a bridge over a waterway in the pasture land; this is the crossing complained of, and at date of the Commissioners' visit it was miry and impassable for cattle. The bridge is high enough and wide enough to make a good crossing under it, and a passage for all the water that comes down the depression, without interfering with its use as a crossing. A change in the fences leading to the bridge will enable the company to make the approaches.

The Commissioners would recommend that the crossing be made under this bridge in accordance with the suggestions here made, and that it be done as early as practicable, that Mr. Ennessy may have the use of his pasture land without exposing his growing grain, and that the intent of the deed, that he should have a safe and convenient passage for his cattle under this bridge, be carried out.

*Des Moines, Iowa, May 9, 1889.*

DIAMOND JO LINE OF STEAMERS,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.
*Discrimination.*

Filed April 26, 1889.

DECISION OF THE COMMISSIONERS.

On April 19, 1889, the Diamond Jo Line of Steamers filed a complaint with the Commissioners, charging that the respondent, the Chicago Burlington & Quincy Railroad Company, was discriminating against complainant by refusing to receive freight from complainant consigned to points on the line of respondent's road, unless the freight charges on such consignments are prepaid by complainant.

The Diamond Jo Line was organized in 1867, the run being between Fulton, Illinois, and St. Paul, Minnesota. Later, the run was extended to Rock Island, and still later to Burlington, and, in 1879, to St. Louis, Missouri. From that date to the present time that line has been running steamers regularly in the Mississippi river between St. Louis and St. Paul, engaged in the carrying of freight and passengers destined to points in the State of Iowa, as well as to points in other states, making connections and interchanging business with various railroad and steamboat lines.

Prior to March 30, 1889, the expense bills for back freight charges on freight consigned from points on the river to points on the line of respondent's road were settled by respondents upon the receipt of the goods at Burlington, Iowa. On that date complainant was notified by letter through R. S. Skinner, agent of the Chicago, Burlington & Quincy at Burlington, that thereafter prepayment of freight would be required on all shipments received from boats, destined to points on or via the Chicago, Burlington & Quincy Railroad. On the 8th day of April following, a shipment of merchandise was offered respondent in the usual manner, which was refused unless the charges were paid in advance, and, on the 10th of April, another shipment was offered as an original shipment from Burlington which was in like manner declined by respondent. Complainant asserts that this action of the respondent company is contrary to its general custom and the general custom of transportation lines.

The letter of refusal, written by Mr. Skinner, agent of the Chicago, Burlington & Quincy Railroad Company, is in the following language:

BURLINGTON, March 30, 1889.

CHAS. MCLAURY, ESQ., *Agent Diamond Jo Line, City:*

DEAR SIR—Hereafter we will decline to receive from any of the boats shipments coming from points from which there is a line of railroad and destined to points on or via this road, unless charges on shipments are prepaid through to destination.

Yours truly,

R. S. SKINNER,
*Agent Chicago, Burlington & Quincy Railroad.*



Later on this ruling was confirmed by the following letter from Paul Morton, general freight agent of the Chicago Burlington & Quincy:

CHICAGO, April 9, 1889.

FRED. A. BILL, *General Freight Agent, Dubuque, Iowa:*

DEAR SIR—Your favor of the 3d is at hand. The ruling requiring charges to be prepaid on shipments received from boat lines was issued by my authority. I see no reason why we should not require the prepayment of charges on such freight.

Yours truly,

PAUL MORTON.

In a supplemental complaint, filed on May 6, complainants state that they have now several shipments which have originated in the State of Iowa, as well as some which have originated at points in other states, which were tendered and shipment refused unless prepaid, and tender affidavits to establish that fact.

A copy of the complaint was sent to Mr. E. R. Ripley, general manager of the Chicago, Burlington & Quincy Railroad Company, who made the following reply:

CHICAGO, May 11, 1889.

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

DEAR SIR—In answer to your letter of May 2, enclosing complaint of Diamond Jo Line against this company, have to say that reply to same has been delayed on account of my absence from the city.

The facts are substantially as stated in the letter of complaint of Mr. Bill, and in the accompanying correspondence between that gentleman and our Mr. Morton.

The rates made by the boats between St. Louis and Burlington, added to the very low rates current from Burlington to stations in Iowa, have the effect of reducing our inter-state rates both from St. Louis and from Chicago. We know of no reason why we should be expected to form a line of transportation with the boats against our own interests, or why we should be expected to advance money on shipments delivered us by them, or forward the property unless prepaid.

Yours truly,

E. P. RIPLEY.

On July 3 complainant filed the affidavit of C. S. McLaury, agent at Burlington, Iowa, for the Diamond Jo Line, to the effect that freight originating at Keokuk, Iowa, and consigned to Fairfield, Iowa, and freight originating at Davenport, Iowa, and destined to Mt. Pleasant, Iowa, had been refused by respondent unless the charges were prepaid through to destination.

Under the facts as heretofore set out, the question to be determined by the Commissioners is whether the refusal of the Chicago, Burlington & Quincy Railroad Company to receive and forward freight from the Diamond Jo Line, unless the charges thereon are prepaid to destination, while receiving and forwarding freight from other carriers connecting with their lines, is a discrimination against complainant.

It is the general custom of transportation companies, and has been of this company until the order above set forth was issued, to forward freight to the consignee with the expense bills following, the freight to be collected from the consignee. This is the custom, except, perhaps, where the freight forwarded is of a perishable nature, and on freights where there is a possibility

that it will not sell at point of delivery for a sufficient sum to pay the charges. The law, however, permits transportation companies to demand payment in advance if they so elect.

The carrier is entitled to demand his pay in advance, but if no such condition is insisted upon at the time of the delivery of the goods, the owner is not obliged to tender the freight.—*Redfield on Railways, 87.*

But liability as a common carrier does not necessitate the prepayment of carriage charges, provided only the carrier has a right to demand a recompense.—*Schoulers Bailments 309.*

But in order to render a carrier liable in an action for refusing to take charge of goods there must be tendered him a reasonable compensation.—*Angell on Carriers, 115.*

The carrier may also require a prepayment of his freight and may refuse to carry the goods unless it is paid. While the law compels him from motives of public policy to deal with all persons, and leaves him no choice as to his customers, it does not bind him to deal on credit, and he may demand the price of his labor before it is performed. —*Hutchinson on Carriers, 91.*

This right of advance payment is so universally waived that a custom has grown up that is recognized by common carriers generally, and the granting of this privilege to one shipper and refusing it to another without substantial reasons therefor operates as a preference which becomes a discrimination under the law. The supreme court of Illinois, in discussing the question of discrimination, says:

Railroad companies are common carriers, and as such they owe important duties to the public from which they cannot release themselves except with the consent of every person who may call upon them to perform them. Among these duties is the obligation to receive and carry goods for all persons alike, without injurious discrimination as to terms.—*The People vs. Chicago & Northwestern Railway Company, 55 Illinois 365.*

In *Sandford vs. Railroad Company*, 24 Penn., 382, the court held that the power given in the charter of a railway company to regulate the transportation of the road did not give the right to grant exclusive privileges to a particular express company. The court says: "If the company possessed this power it might build up one set of men and destroy others, and make even religion and politics the test in the distributing of its favors. The rights of the people are not subject to any such corporate control."

52 New Hampshire, 430: *McDuffee vs. The Portland & Rochester Railroad:*

At common law it is the duty of a common carrier, in the performance of his public service of transportation, not to make or give any undue or unreasonable preference or advantage, in respect to terms, facilities or accommodations, and such carrier is liable for the damage caused by this violation.

57 Missouri, 188:

They cannot legally give undue and unjust preferences or make unequal and extravagant charges.—*Express Case.*

The company was bound to receive the grain of the plaintiff according to its custom and usage, and if that usage was to run their cars upon a side track to private warehouses and there receive grain in the cars, a tender accordingly, or notice, and readiness so to deliver, would impose an obligation on them to take and carry the grain.—*Rae et al. vs. Galena & Chicago Union Railroad Company, 18 Ill., 488.*

The Commissioners are of the opinion that the receiving of freight by the respondent from carriers generally for delivery to points on its line without



exacting the prepayment of charges to the point of delivery, and the refusal to extend the same privileges to complainant, is a preference and a discrimination, forbidden by law, and the respondent, the Chicago, Burlington & Quincy Railroad Company, is informed that in extending privileges and facilities all carriers must be treated alike.

*Des Moines, Iowa, July 12, 1889.*

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DIAMOND JO LINE OF STEAMERS,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.
} *Discrimination.*

Rehearing.

DECISION OF THE COMMISSIONERS.

This case was passed upon July 12, 1889.

On July 30, following, the respondent, the Chicago, Burlington & Quincy Railroad Company, upon a rehearing of this case, set out the plea that the Commissioners have no jurisdiction, because all of the shipments are of the nature of inter-state commerce; that the shipments originating within the State and terminating within the State, to which class of shipments the ruling of the Commissioners in the original case is presumed to apply, pass out of the jurisdiction of the State, the boats carrying the same touching points in Illinois en passage; that the Mississippi river is a navigable stream of the United States, and commerce upon it is exclusively under the direction and control of congress; that it has been repeatedly held by the courts that traffic originating at one point within a State destined to another point within the same State, but in the course of transportation going out of that State, is inter-state commerce, and subject to the exclusive control of congress. Authorities were cited as follows: *Hall v. DeCeivir*, 95 U. S. 485; *Ford v. Steamship Co.*, 102 U. S. 541; *Pacific Coast Steamship Co. v. Board of R. R. Com'rs*, 18 Fed. Rep., 10; *Gloucester Ferry Co. v. Pa.*, 114 U. S., 196; *State v. C., St. P., M. & O. Ry Co.*, 41 N. W. Rep. (Minn.) 1047; *Sternberger v. R. R.*, 7 S. E. Rep. (S. Carolina) 836; *Cotton Exchange v. R. R.*, 21 I. C. C. Rep. 372; *Contra Commonwealth v. R. R.*, 17 Atlantic Rep. (Pa.) 179.

*Second.* Respondent admits that there is a discrimination, but denies that it is unlawful, and contends that discriminations may be not only lawful, but reasonable, wise and necessary; that the law permits advance charges, and that a lawful act cannot be an unlawful discrimination.*

That if the alleged discrimination is prohibited under the Iowa statutes, it is a crime; criminal statutes must be strictly construed, and must clearly define the prohibited act; that the only provision of the act that in any way supports the proposition that the acts complained of are forbidden by the

*The original decision recognized the right of the carrier to demand advance charges, but held that if it was waived to one and exacted of another, it was a discrimination.

law, is section 4, forbidding preferences, etc. Constitutional and statutory provisions, similar to those of the Iowa statutes, have been repeatedly construed by the courts. *A., T. & S. F. R. R. Co. v. the D. & N. O. R. R. Co.*, 110 U. S. 668, 117 U. S. 1; *Ind. Bridge Co. vs. L. & N. R'y Co.*, 37 Fed. Rep. 567. Inter-state Commerce Commission, 2d 345 and 3-1.

*Third.* The demand of the complainants is equivalent to a demand that we establish joint through rates with it, and until the legislature acts upon this subject, the respondent cannot be required to make such joint through rates. *A., T. & S. F. R. R. Co. v. the D. & N. O. R. R.* 110 U. S. *Express Cases*, 117 U. S. 1; *Ind. Bridge Co. v. R. R.*, 37 Fed. Rep. That it is not contemplated by the law forbidding discriminations, that railroads shall not discriminate in their own favor, or when discrimination is necessary to the integrity of their own business. *Oxlade v. N. E. R'y*, 1 C. B. R. S. 545; *Eagan v. Arkon*, 9 La. (Tenn.) 609; *Manhall v. R. R.*, 92 Penn. St. 150; *Ransom v. Eastern Counties R. R.*, 4 C. B. S. 135; *Woods Brown on Carriers*, 149. In the matter of joint rail and water lines: 2 I. C. C. Rep. 647; *Bus. Men's Association v. R. R.*, 2 I. C. C. Rep. 52.

Complaints contend that the case presents only a question of domestic commerce, because the shipments start at and end at points within the State, and that all authorities cited by counsel on that point, except 116 U. S., 517, hold that there is an internal commerce which is subject to the control of the states; that in the case decided in 102 U. S., 541, the vessel went upon the high seas for 500 miles more than a marine league from the shore and her national character only was recognized. Complaints concede that a common carrier may demand pre-payment of his reasonable compensation, but insits if the demand is made of one connecting line and not from the others, that there is an unlawful discrimination under the common law and the law of Iowa; that no joint rates are demanded by the complainant; that the only demand is for the same treatment as accorded to others under the law.

RULING.

As to the first question raised by respondents that the shipment is inter-state, attention is directed to the following provision of the law, which must govern the action of the Commissioners. Chapter 28, section 1, Twenty-second General Assembly: "The provisions of this act shall apply to the transportation * * * * and also to be held to apply to shipments of property made from any point within the State, whether the transportation of the same shall be wholly within this State or partly within this State and an adjoining state or states."

The question as to inter-state chraracter admits of the further consideration that there is no attempt on the part of the Commissioners under their decision to interfere with the shipment of freight while in transit; no rate is fixed and no restrictions of any kind are sought to be placed upon it. The freight is delivered at a point within the State for shipment and the Commissioners simply held that it must not be discriminated against in this shipment. The constitutional provision that no restriction may be placed by states upon commerce between the states is not in any manner infringed, as



the operation of the decision of the Commissioners (even though the freight be inter-state) is to relieve it of restrictions in place of creating additional burdens thereon. The Commissioners adhere to their orginal decision.

*Des Moines, Iowa, November 1, 1889.*

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RICHARDSON & BERARD, FAIRFAX, IOWA,
vs.
CHICAGO & NORTHWESTERN RAILWAY COMPANY.

*Complaint of inadequate an dunsuitable-station house at Fairfax..*

Filed May 4, 1889.

On May 3, 1889, Dr. J. F. Richardson and W. H. DeBerard, residents of Fairfax, Iowa, complain of the condition of the station-house of the Chicago & Northwestern Railway at that point. The petitioners ask for "safety and a comfortable shelter for a waiting-room," stating that "the subject matter needs to be seen to be nearly appreciated."

On May 9 the attention of the general manager was called to the matter, and in a letter of May 17, he replies that "Fairfax is at the summit of a grade, which it is the intention of the company to reduce, necessitating the rebuilding of the line at that point, and that it is hardly probable that a building constructed on the present grade could be utilized on the new line. A copy of the letter was forwarded to complainants, who were satisfied to await, for the present, the changes of the line and grade, if they are made within a reasonable time.

*Des Moines, Iowa, September 19, 1889.*

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*Determination of The Railroad Commissioners in the matter of the viaduct over the railways on Seventh Street, Des Moines, Iowa.*

The Railroad Commissioners, as required by law, have examined the plans and specifications for the viaduct on Seventh street, Des Moines, Iowa.

The specifications filed May 13, provided for a moving load of eighty pounds to the square foot; those filed May 16, for a moving load of 100 pounds to the square foot over the entire floor; the latter the Commissioners approve. They also would approve of sound reliable limestone for the foundations, if it should be thought desirable to use them in place of sandstone.

They have examined the four objections to the structure made by Mr. Brayton, engineer of the Chicago, Rock Island & Pacific Railway.

*First.* That the piers are larger and heavier than requisite.

They regard the piers about as light as practical for such a structure.

*Second.* The iron columns are heavier than required.

If the columns can be made lighter and are sufficient to safely support the moving load called for in the specifications, they see no objection to reducing

them. This is a matter of simple calculation and does not interfere with the general plan.

*Third.* No sidewalk is required.

They regard the sidewalk almost as important as the roadway, the object being to eliminate the element of danger to foot passengers as well as teams at this crossing.

*Fourth.* Generally, that the structure is heavier than is necessary, unless used for the passage of a motor or electric railway, which the railroads should not be asked to provide for.

They would not regard a structure too weak to cross an electric car as sufficient for the heavy traffic, and consider that the weight of a ton to the lineal foot on the roadway is no stronger than required.

Entertaining these views they "after due examination" hold that the viaduct on Seventh street over the tracks of the Des Moines Union Railway Company, of the Chicago, Rock Island & Pacific Railway Company and the Des Moines & Fort Dodge Railroad Company, "is necessary in order to promote the public safety and convenience," and the plans of said viaduct herewith submitted are approved by the Board.

By order of the Board. W. W. AINSWORTH, *Secretary.*

*Des Moines, Iowa, June 4, 1889.*

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L. BRODSKY, PLOVER, IOWA,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

*Loss and damage from delay.*

Filed April 29, 1889.

DECISION OF THE COMMISSIONERS.

April 29, 1889, there was received, through the governor's office, the above complaint for loss and damage to a car-load of hay by delay in transit from Plover, Iowa, to St. Louis, Mo. The complainant claims that forty-five days was consumed in transit, that the hay was damaged both by wet and heat from such delay, was sold as damaged hay at a loss of $24.64 to shipper, and asking respondent road to refund that amount.

A careful scrutiny of bills of lading, tracer, time cards of conductors, etc., on respondent road, demonstrates these facts: That the Chicago, Rock Island & Pacific Railway Company took said freight at Plover, January 31, 1889, billed to Keokuk, "care of St. Louis, Keokuk & Northwestern Railway," that it delivered it to said company February 3, 1889, in good condition, and in a reasonable time, as shown by receipts; that the record of the latter company shows the car to have been received at St. Louis, March 13th, but not to have been delivered to consignee until March 19, 1889, forty-four days after receiving the same from the Chicago, Rock Island & Pacific Railway Company; said hay was sold at $2 to $4 a ton below the market price, on account of damaged condition.



From the facts above developed, the Commissioners are of the opinion that respondent road exercised due diligence in transporting said car over its line, and delivered it in a reasonable time to the St. Louis, Keokuk & Northwestern Railway, and is not responsible for either delay or damage as claimed.

The Commissioners find, further, that the St. Louis, Keokuk & Northwestern Railway Company took said car of hay February 4, at Keokuk, and that it was until March 16, reaching Hannibal—forty days going fifty-nine miles—that such delay is shown by the company's own tracer, and no satisfactory excuse is offered for the same; that it shows inexcusable negligence, and cannot, under the circumstances, be regarded in any other light than as gross mismanagement, that renders the company liable for the damages sustained by complainant.

The Commissioners, while recognizing this as an inter-state shipment, are of the opinion that the St. Louis, Keokuk & Northwestern Railway Company should promptly refund to complainant any loss he may have sustained by such delay, and, further, in their own interest that they ferret out and properly dicipline all in any way responsible for said delay. Case closed.

*Des Moines, Iowa, June 6, 1889.*

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J. F. ALLEN, VINTON, IOWA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY..

*Insufficient train service.*

Filed May 18, 1889.

DECISION OF THE COMMISSIONERS.

On the 18th day of May, J. F. Allen, of Vinton, entered complaint against the above road for lack of passenger facilities on trains on the main line between Marion and Van Horne, twenty-eight miles west of the former place. The complaint sets forth, that on May 12th a new time card was issued on which are shown eleven stations between these two points at which Nos. 1 and 4 do not stop at all, and one station, Newhall, is made a flag station; that the only facilities for travel these points enjoy are mail trains Nos. 2 and 3, and a freight that carries passengers; that No. 3 leaves Marion at about 8 A. M. and arrives at Van Horne at about 9 A. M.; that No. 2 leaves Van Horne at 7:25 P. M. going east; that the freight is scheduled to leave Marion, west, at about 1:13 P. M., but is seldom on time, and is liable to go at any time from 1:13 to 7:30 P. M.; that under this service parties are compelled to remain over at these points until the next day to their great inconvenience and expense, and asking that the Commission compel Nos. 1 and 4 to stop when flagged, or the company furnish additional train service.

Under date of May 20, General Manager Miller replies, claiming "that the accommodations on the Chicago, Milwaukee & St. Paul are ample for the business, and at proper hours;" that trains Nos. 1 and 4 cannot make more stops and make the time which they are obliged to make.

It is the opinion of the Commission, after an examination into the complaint, that the train service on this part of the line is not sufficient to meet the wants of travel, and they would recommend that in addition to the passenger service afforded by trains No. 2 and 3, that the accommodation freight be scheduled and run with such regularity and speed and on such time as to further accommodate the traveling public, and remove the evils complained of. The Commissioners do not deem it expedient to interfere with the schedule time of the fast trains No. 1 and 4, on said road.

*Des Moines, Iowa, September 19, 1889.*

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C. J. BRADLEY, GOWRIE, IOWA,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

*Damage by fire.*

Filed May 13, 1889.

May 13 C. J. Bradley, of Gowrie, filed complaint against the Chicago, Rock Island & Pacific Railway Company on account of damage by fire on his farm, March 11, 1889, set out by engine on respondent's road, and claiming $96.25 loss by the same.

June 11 Thos. S. Wright, solicitor for respondent, writes the Board that he had examined and recommended the payment of the claim.

September 24th complainant writes, advising the Board that the claim has been settled, and the case is therefore closed.

*Des Moines, Iowa, September 27, 1889.*

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C. H. HOECK, MARSHALLTOWN, IOWA,

vs.

M. B. WILLIAMS, COMMERCIAL AGENT, WABASH WESTERN RAILWAY COMPANY.

*Claim.*

Filed May 13, 1889.

DECISION OF THE COMMISSIONERS.

In the matter of the claim of C. H. Hoeck, of Marshalltown, Iowa, against M. B. Williams, commercial agent of Wabash Western Railway Company, after a thorough examination of the facts, the Commissioners make the following finding:

C. H. Hoeck files his claim as aforesaid, for $626.50 for ice furnished one J. D. Woodlock, of St. Louis, Missouri, on the order of said Williams, and which the former refuses or fails to pay, and the Commission is asked to enforce payment against the latter.



This it cannot do for two reasons:

*First.* The shipment is inter-state, and beyond the jurisdiction of the Commission.

*Second.* The claim is for money damages, and it is not within the power of this Board to render and enforce a judgment for money damages, that being a matter for the courts to determine.

For these reasons the Commission dismisses the case without prejudice, and orders papers returned to complainant. Case closed.

*Des Moines, Iowa, June 5, 1889.*

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E. T. GRUWELL, WEST BRANCH, IOWA,

vs.

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.

*Stock killed.*

Filed June 17, 1889.

June 17, 1889, E. T. Gruwell, of West Branch, Iowa, filed complaint against the above railroad company for failure to adjust claim for stock killed on respondent's road, December 14, 1888.

The attention of the railroad company being called to the complaint by the secretary of this Board, June 19th, the president, C. D. Ives, replied, June 21, that "the claim will receive immediate attention." June 28 Mr. Gruwell writes, acknowledging full settlement of claim. Case closed.

*Des Moines, Iowa, July 11, 1889.*

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CITIZENS OF DIAGONAL, IOWA,

vs.

CHICAGO, ST. PAUL & KANSAS CITY RAILWAY COMPANY AND HUMESTON & SHENANDOAH RAILWAY COMPANY.

*Station and transfer.*

Complaint filed June 22, 1889.

DECISION OF THE COMMISSIONERS.

On the 22d of June, 1889, C. J. Todd and other citizens of the town of Diagonal, situated at the crossing of the Humeston & Shenandoah and Chicago, St. Paul & Kansas City railroads in Ringgold county, filed a complaint against the latter road for refusal to stop its trains at Diagonal for the transfer of passengers and freight, and interchange of traffic between said roads, and asking an order of this Board for stoppage of train, and also for a depot and side-tracks at Diagonal, on the line of the Chicago, St. Paul & Kansas City Railway. The complaint was further amended August 8th so as to include a "Y" in the order prayed for from the Board. Petitions signed by several hundred citizens of Ringgold and Taylor counties were

filed in favor of said depot and transfer, and remonstrances against the same were filed by a large number of citizens of Knowlton and surrounding country.

July 10 the Commissioners visited the locality and inspected the grounds and in the forenoon of said day, at a public meeting, heard the objections of the remonstrators, who urged that the establishment of another depot on the Chicago, St. Paul & Kansas City Railway a mile and a quarter from Knowlton would ruin their town and destroy their property interests. At a subsequent meeting at Diagonal in the afternoon, the petitioners, with representatives from the surrounding country, urged the importance of the station and transfer as a public necessity for the benefit and convenience of the surrounding country, as it would secure to them the competition and accommodations of two railroads instead of one, and give them greatly enlarged shipping facilities and competitive markets.

August 8th a hearing was held in the Commissioners' office, when an amendment was made to petition by complainants, asking in addition to station and side-tracks, "that a 'Y' be established for the transfer of cars," making the Humeston & Shenandoah Railroad a party, and the case was adjourned to August 15th when testimony was taken and the case argued, the Humeston & Shenandoah also being represented.

After a careful examination of the case, the Commissioners are of the opinion that there being no evidence of any car-load business asking transfer at this point, they would regard the establishment of a "Y" as unnecessary and a useless expense; and unless it is held by the courts that section 1292 of the code is mandatory, would not order a transfer at this time. That the towns of Diagonal, on the Humeston & Shenandoah, and Knowlton on the Chicago, St. Paul & Kansas City Railway, with stations, side-track, stock-yards and other facilities for shipping, being only a mile and a quarter apart, on competitive roads, give to that section of country choice of markets and all the competition they would enjoy if both were located at the crossing. The accommodation of the traveling public, however, including a large portion of southwestern Iowa, who wish to reach the capital and other points north by the shortest route, will be best subserved by the establishment of a passenger station, at moderate cost, at Diagonal, on the Chicago, St. Paul & Kansas City Railway, and the flagging and stopping of passenger trains as the wants of the traveling public require, that said station be warmed and lighted before the arrival and departure of trains carrying passengers, and be in charge of a flagman. The design of the law, chapter 24 of the laws of the Nineteenth General Assembly, was to accommodate the traveling public, rather than those living near the railroad crossing, and holding thus, as in former cases, the Commissioners recommend the establishment of the passenger depot as above.

*Des Moines, Iowa, August 30, 1889.*



A. W. KINKEAD, COUNTY ATTORNEY, MT. PLEASANT, IOWA,
vs.
ST. LOUIS, KEOKUK & NORTHWESTERN RAILROAD COMPANY.
*Failure to repair overhead crossing.*

Filed June 7, 1889.

A. W. Kinkead, county attorney of Henry county, Iowa, on June 7, 1889, filed complaint against the above railroad company for failure to keep in repair an overhead crossing in road district No. 4, Tippecanoe township, in said county, which said crossing was constructed by said company about the year 1880; that the crossing is out of repair, and dangerous for crossing; that respondent road has been notified of the same, but refuses or neglects to put said crossing in proper and safe condition for travel; wherefore complainant asks the Railroad Commissioners to compel respondent road to comply with said requirement.

The respondent company was notified of the above complaint by the secretary of the Board June 20th, after obtaining further particulars, and the necessity of prompt action in the matter urged.

July 1st and 5th Mr. C. M. Levey, general superintendent of the St. Louis, Keokuk & Northwestern, replied, claiming they had been laboring under the misapprehension that the railway was constructed prior to the laying out of the highway, and that they were not compelled to maintain it, but upon a proper understanding of the facts, discovers his error, and that the company will at once proceed to repair and maintain said crossing as prayed for, which being satisfactory to all parties, case is closed.

*Des Moines, Iowa, July 11, 1889.*

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CEDAR FALLS PAPER MANUFACTURING COMPANY, CEDAR FALLS, IOWA,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.
*Joint rates.*

Filed June 19, 1889.

DECISION OF THE COMMISSIONERS.

On June 19 the Cedar Falls Paper Manufacturing Company makes complaint to the Commissioners that it is charged by the Chicago, Rock Island & Pacific, and the Burlington, Cedar Rapids & Northern Railways, on all shipments to and from its mills by the two companies the sum of the two local rates as fixed by the Commissioners, which is higher than the joint

rates voluntarily made by the two companies before the passage of the present Iowa law. The railway companies answer that this is probably true; the rates charged by each road are those fixed by the Commissioners' tariff, and they do not find anything in the law requiring independent railroad companies to make joint rates. This is the finding of this Board in the Davenport complaint against these companies, and is the ruling of the Board in this case.

*Des Moines, Iowa, September 19, 1889.*

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LEEDS IMPROVEMENT AND LAND COMPANY, SIOUX CITY, IOWA,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY.
*Passenger fare.*

Filed June 17, 1889.

DECISION OF THE COMMISSIONERS.

On June 17, 1889, the Leeds Improvement and Land Company, of Sioux City, addressed a communication to the Commissioners, setting out that the Leeds company had established a manufacturing suburb, partly within and partly adjoining Sioux City; that the Illinois Central Railroad Company had established a station at this point, which said station was within the corporate limits of Sioux City; that by contract the said railroad company had agreed to carry passengers between said station and the union depot in Sioux City for five cents. The land company filed with the Commissioners a copy of the contract under which trains were to be run between such stations, together with a copy of the ticket to be used.

One of the Commissioners visited Sioux City, and finding the facts to be as set out, and the suburban train as represented, the rate is hereby authorized and approved.

*Des Moines, Iowa, September 19, 1889.*



GEO. F. WHITE, LOW MOOR, IOWA,
vs.
CHICAGO & NORTHWESTERN RAILWAY COMPANY.
*Lack of passenger service, etc.*

Filed June 13, 1889.

DECISION OF THE COMMISSIONERS.

June 13, 1889, complaint was filed by Geo. F. White, of Low Moor, Iowa, against the Chicago & Northwestern Railway Company for lack of train service for transporting passengers and mails at that point; that all passenger trains that stop at Low Moor do so in the night; that mixed, or accommodation trains, are few and irregular, and frequently abandoned; that passengers are often put off of them a half mile to a mile from the depot, and put to great inconvenience.

An examination into the matter develops these facts: The failure of mail service was because the fast mail passed the next station (five miles away) before the messenger could distribute the mail; that there are daily two passenger trains west that stop at Low Moor on signal, and three mixed trains, and one passenger train that stops on signal, and five accommodation and mixed trains, east; that the average number daily of passengers getting on trains here the past five months, was eight; with $4.38 per day receipts; the trains, in the opinion of the Commissioners, if run regularly will furnish sufficient accommodation for passenger traffic at this point, and such service should be furnished, as far as practicable; when trains are abandoned the public should be duly notified.

It is the opinion of the Commissioners that accommodation and mixed trains that are advertised to carry passengers should receive and deliver them at the platform of the station where such service begins and terminates. Case closed.

*Des Moines, Iowa, July 9, 1889.*

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SHIPPERS AT DAVENPORT, IOWA,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY.
*Withdrawal of joint rates.*

Filed June 25, 1889.

DECISION OF THE COMMISSIONERS.

On the 25th day of June, 1889, the following shippers engaged in business at Davenport, Iowa, viz.: Sieg Iron Company, Van Patten & Marks, Beimers & Hernald Company, Belderbeck & Miller, Robert Krause, Sickles, Preston & Company, S. P. Bryant & Company, Martin Woods & Company, W. C.

Wadsworth & Company, A. Moritz & Bro., the Hawkeye Electric Manufacturing Company, Peter Lamps Iron Company, Jens Lorenzen, Aug. Steffen and J. H. C. Peterson's Sons, filed with the Commissioners a complaint against the Chicago, Rock Island & Pacific Railway Company and the Burlington, Cedar Rapids & Northern Railway Company, averring substantially that on the 10th of May, 1888, the respondents published and put into effect a joint distance tariff for the transportation of freight between stations on their respective lines in Iowa; that said tariff continued in effect, with certain changes, until about the 6th day of February, 1889, at which time all joint tariffs between the respondent lines were withdrawn, so far as shipments originating and terminating within the states were concerned; that on the 21st day of October, 1888, the respondent lines put into effect and published a joint freight tariff between points in the state of Illinois on the Chicago, Rock Island & Pacific Railway, and points on the Burlington, Cedar Rapids & Northern Railway in Iowa, which joint tariff is still in effect. That the respondent companies for all Iowa shipments exact two local tariffs, namely the local tariff from Davenport to West Liberty, the junction point, and the local tariff from West Liberty to the point of destination on the Burlington, Cedar Rapids & Northern Railway, in accordance with the rates fixed in the Iowa distance tariff; that the sum of the two local rates is so large in comparison with the joint tariff from Chicago to similar points as to prevent complainants from doing business, except at destructive prices.

Complainants allege specifically:

1. That the sum of two or more locals being the rate fixed for short hauls, when applied to through shipments are unreasonably high and extortionate, when compared with inter-state rates for like shipments.

2. That it has heretofore been the custom to pro rate with other roads by joint tariffs within the State, and that same is not prohibited.

3. That the rebilling and transfer at junction points causes unnecessary delay and gives advantage to Chicago shippers.

4. That the Burlington, Cedar Rapids & Northern Railway Company transports freight for Chicago shippers by a special car, attached to passenger trains, from Cedar Rapids to points on its lines, which privilege is not extended to Iowa shippers.

To all of these complaints, the respondents make a general denial.

It is in evidence, and not denied, that respondent roads, the Burlington, Cedar Rapids & Northern and Chicago, Rock Island & Pacific Railway Companies had joint traffic arrangements for local business over their respective roads in Iowa, prior to February 1, 1889 (the date of the decision of Judge Brewer, sustaining the Iowa Commissioners' rates), by which shipments over two or more lines were made continuous, carried without delay, on through billing at greatly reduced rates as compared with the sum of two locals; that on February 6, 1889, said Burlington, Cedar Rapids & Northern Railway Company and Chicago, Rock Island & Pacific Railway Company withdrew and canceled all joint tariff rates for local business on their lines in Iowa, and substituted instead, the maximum rates adopted by the Commissioners on their respective lines, each charging the full local rate on the short haul on its line, instead of the lower joint rate voluntarily in force prior to that date; that the effect of said withdrawal of joint rates was to make the shipper pay the local tariff for two short hauls, by which



rates were advanced so materially as to render it impossible for Iowa merchants to sell in competition with Chicago merchants, enjoying the joint rates in force on inter-state shipments, and making a discrimination against Iowa business interests that is demoralizing and destructive of their prosperity.

In addition to the discrimination in rates, the cancellation of through billing and continuous shipment has necessitated change of cars at points of transfer, and rebilling, and causes a delay, often of 24 hours, in transit; that by this and other delays, shipments from Chicago, double the distance, reach the Iowa merchant in half the time the Iowa shipment is en route to destination; that at Cedar Rapids a special fast freight car is attached to passenger trains, on the Decorah branch, for the expeditious forwarding of freight; that this car was run on such time that the local traffic seldom, if ever, enjoyed its benefits, or profited by its speed.

That by the withdrawal of joint rates and the substitution of two locals, the delay in transit, and the discrimination in favor of Chicago merchants, both in time and under joint rates, Iowa merchants are driven from most of the lines of transportation, under which, with joint rates, they formerly enjoyed a lucrative business, and the territory and business are monopolized by competitors outside the State; that from these causes the business and manufacturing interests of the State suffer, and outside cities and industries flourish at their expense.

The following comparison of rates on state and inter-state business, under local and joint inter-state tariffs, as now in force, demonstrates the discrimination practiced against Iowa interests. The rates charged are on inter-state traffic from Chicago, over the Chicago, Rock Island & Pacific railway, to points in Iowa on the Burlington, Cedar Rapids & Northern Railway, under a joint tariff, the distance being 253 miles, compared with the same classes of merchandise for 70 miles from Davenport, under two local tariffs:

| | From Chicago. | From Davenport |
|---|---|---|
| First class, per 100 pounds | $ .47 | $ .42.5 |
| Second class, per 100 pounds | .38 | .36.2 |
| Third class, per 100 pounds | .29 | .28.3 |
| Fourth class, per 100 pounds | .20 | .21.2 |
| Fifth class, per 100 pounds | .16 | .14.87 |
| Class A, per 100 pounds | .15 | .15 |
| Class B, per 100 pounds | .14 | .14.72 |
| Class C, per 100 pounds | .12 | .12.72 |

The average rate on the four merchandise classes from Chicago, for an average distance of 338 miles, is 42.83 cents per hundred pounds, while the same shipment from Davenport, for an average distance of 155 miles, is 40.43 cents.

The average for six commodity classes from Chicago, 338 miles, is 17.07 cents per hundred pounds, while the same from Davenport, for an average distance of 155 miles, is 15.15 cents per hundred pounds. The average on grain shipped to Chicago, for an average distance of 338 miles, is 15.33 cents per hundred, while the same shipped to Davenport, an average distance of 155 miles, is 15.56 cents per hundred.

The rate per ton per mile on the first five merchandise classes, for 252 miles from Chicago, as compared with 70 miles from Davenport, is as follows:

| | From Chicago. | From Davenport. |
|---|---|---|
| First class, per ton per mile | $ .03.73 | $ .12.14 |
| Second class, per ton per mile | .03.01 | .10.34 |
| Third class, per ton per mile | .02.30 | .08.01 |
| Fourth class, per ton per mile | .01.59 | .06.00 |
| Fifth class, per ton per mile | .01.27 | .04.25 |

The rate per ton per mile on car-load classes, for 340 miles from Chicago, as compared with 157 miles from Davenport, is as follows:

| | From Chicago. | From Davenport. |
|---|---|---|
| Class A, per ton per mile | $ .01.29 | $ .02.56 |
| Class B, per ton per mile | .01.12 | .02.38 |
| Class C, per ton per mile | .00.94 | .02.04 |
| Class D, per ton per mile | .00.77 | .01.64 |
| Class E, per ton per mile | .00.65 | .01.37 |

As a relief from these conditions, the Commissioners are asked to put in joint rates. Their authority to do this under the law is asserted by complainants and denied by the respondents.

Complainants direct the attention of the Commissioners to the following language in section 1, of chapter 28, of the laws of the Twenty-second General Assembly:

"The provisions of this act shall apply * * * * * * to any common carrier, or *carriers*, engaged in this State in the transportation of passengers or property by railroad therein," and to the language in section 2, of the same act, which provides that, "all charges shall be reasonable and just;" to section 17, of the act which authorizes the Commissioners to make "a schedule of reasonable maximum rates of charges for the transportation of freight and cars on each of said railroads." Complainants contend that the fragment of a through rate cannot be compared with a purely local rate, and would not be a discrimination against the same. *Detroit Board of Trade v. Grand Trunk Railway Company, et al.*, 2d Inter-state Com. Rep., 199. *Milwaukee Chamber of Commerce v. Flint and P. M. R. Company*, ibid, 393. *Lippman & Company v. Illinois Central Railway Company*, ibid, 414.

The joint rates are usually, and as a rule should be, lower in proportion than local rates on short hauls. 117 U. S., 355.

A service rendered by a railroad company in transporting a local passenger from one point of its line to another, is not identical with the service rendered in transporting a through passenger over the same rails.

Section 8 of chapter 77 of the acts of the Seventeenth General Assembly, in its concluding paragraph, contend complainants, gives the Commissioners general supervision of the railways of the State, and provides:

That whenever in the judgment of the Railroad Commissioners, it shall appear that any change in the rates of any railroad corporation for transporting freight or passengers is reasonable and expedient in order to promote the security, convenience and accommodation of the public, said Railroad Commissioners shall inform such railroad corporation of the changes which they adjudge to be proper.



The first paragraph of this section reads as follows:

Said Commissioners shall have general supervision of all railroads in the State of Iowa, operated by steam.

In addition to the sections cited by complainant, the following provisions are found in the acts of the Twenty-second General Assembly, which seem to recognize a joint tariff, voluntarily made by the carriers, though not specifically directing the Commissioners to order the same.

Section 7, which treats of the filing and posting of rates, etc., says:

And in any case 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* or rates or routes, copies of such joint tariffs shall also in like manner be filed with said Commissioners

Section 8 of the act provides:

That it shall be unlawful for any common carrier subject to the provisions of this act to enter into any combination, contract or agreement, express 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, 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 carriers*, or to evade any of the provisions of this act.

This section of the law fully recognizes through shipments, but makes no provision for a through rate.

Section 4 says:

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, etc.

Section 19, which treats of rates, says:

And the lowest rates published or changed 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 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 points within the State to points beyond the State, etc.

This section seems to recognize a voluntary joint rate, and authorizes the Commissioners to consider any and all rates in the exercise of its rate-making power.

Respondents contend that the power to fix joint rates is not conferred upon the Commissioners by the statute; that the statute authorizes schedules to be prepared for *each* road and not for two or more roads jointly. 22 G. A. chap. 28, secs. 17, 18, 19 and 20. That a joint rate based on total continuous distance implies that the proportion of one or both of the roads involved

shall be less than the legal rate between the points on its own line. This would be a violation of the statute. 22 G. A., chap. 28, secs. 3 and 24. The power does not exist at common law. *A. T. R. R. v. Denver & New Or.*, 110 U. S., 668; *K. & I. Bridge Co. v. L. & N. R. R. Co.*, 5 Fed. Rep., 629.

Our statute is like the inter-state law and the right does not exist under that law. *Lippman v. R. R.*, 2 Inter-state Com. Rep., 414 and 487; *C. & A. R. R. v Penn. R. R.*, 1 Inter-state Com. Rep., 74.

A joint tariff would require that each of the companies be compelled to enter into joint obligations with corporations with whom they were unwilling to have contract relations. Such a law would be unconstitutional. 100 Mass., 14. The Board has no power to force inter-state rates at a par with State rates. *State v. C. & N. W. R'y Co.*, 70 Iowa.

The charge that the sum of two or more locals, as applied to Iowa business, is greatly in excess of the inter-state rates for like shipments for like distances, is sustained.

The charge that it has heretofore been the custom to *pro rate* with other roads by joint tariffs within the State, and that the same is not prohibited by law, is sustained.

The charge that the rebilling and transfer at junction points, causes unnecessary delay, and gives undue advantage to inter-state shipments, is sustained.

The charge that the Burlington, Cedar Rapids & Northern transports inter-state shipments by special car attached to passenger train on the Decorah branch, a privilege and facility not available to Davenport shippers, is sustained, the facts showing that the delay caused by rebilling and breaking bulk at West Liberty prevents their goods reaching Cedar Rapids in time to connect with this car.

The last legislature authorized and directed the Commissioners to fix maximum rates of freight charges for each of the railroads of Iowa. It directed specifically how these rates were to be made, pointing out the different steps to be taken, thereby limiting any general powers with reference to rate regulation that the Commissioners might have been authorized by a previous statute to exercise. The authority of the Commissioners is derived from the statute, and beyond its express provisions, they cannot act. It was urged by complainant that the Commissioners were not prohibited from putting in a joint tariff, and that a joint tariff would not be a discrimination punishable by any of the provisions of the act, and, hence, the Commissioners could exercise implied powers.

This position does not appear to us to be properly taken.

It was also contended by complainant that if the Commissioners had any doubt as to their authority to act under the statute, it would be proper to disregard the doubt, and that if a mistake was made the courts would restrain their improper act. The Commissioners are of the opinion that when there is a reasonable doubt of their authority to act, that the authority should not be exercised, and finding in the law no direct authority for making a joint tariff, this complaint is dismissed.

The same ruling will issue as to the complaint of the shippers of Burlington.

*Des Moines, Iowa, August 9, 1889.*



G. I. LONG, MANSON, IOWA,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.
*Discrimination.*

Complaint filed October 25, 1889.

DECISION OF THE COMMISSIONERS.

On the 25th of October, 1889, G. I. Long, of Manson, complained that the respondent road was discriminating against the shippers on its line and at that place; "that a firm of Chicago commission men, Chas. Counselmen & Co., have established grain buyers all along the Rock Island road for the purpose of purchasing grain. At the present time they are paying fifteen cents for oats that only bring in Chicago twenty cents and even less. The cost of shipping to Chicago is seven cents per bushel and how they can pay such prices without a rebate on freight rates is more than any business man can figure. With the prevailing prices of grain our dealers are unable to pay over twelve or thirteen cents, and as a consequence are receiving no grain and our town doing no business, as a large part of our territory is contributory to the Rock Island. We are satisfied of one thing, and that is that this firm of Commission men are receiving better rates from the Rock Island than local dealers on the same road, as no one, even on that road, is attempting to buy grain except the agents of this firm, all other dealers going out of business. If the same discrimination continues when the corn crop commences to move, our business will be entirely shut off. I ask that you make an investigation of this case at your earliest convenience. Unless redress is obtained our town, as a business point, must close."

On the 25th of November T. S. Wright, general attorney for the respondent, replied to the complaint, denying each and every allegation of complaint, and says: "The complaint does not charge this company with discrimination in favor of Counselman & Co., but indulges in the suggestion of a suspicion to that effect. It is difficult to answer a suspicion. It is sufficient to say, however, that it is unfounded and that this company is not affording to Mr. Counselman or his company, or any other grain buyer upon the line of this road, any preference of advantage. If Mr. Counselman is paying more for grain to the producer at Manson and other points than the buyers at that point can afford to pay, this is the good fortune of the producer, who doubtless can sustain, with becoming equanimity, the effect which is is said results to the town of Manson."

The complainant having failed to furnish any proof to sustain complaint, and the respondent company denying the truth of any of the charges, the case is hereby dismissed.

*Des Moines, Iowa, January 2, 1890.*

JAMES KEEFE, FORT DODGE, IOWA,
vs.
MINNEAPOLIS & ST. LOUIS RAILWAY, W. H. TRUESDALE, RECEIVER.
*Overcharge.*

Complaint filed December 10, 1889.

DECISION OF THE COMMISSIONERS.

December 10, 1889, James Keefe, of Fort Dodge, filed complaint against respondent for overcharge on shipments of coal from Kalo to Fort Dodge, a distance of seven miles.

Complainant states that he had a twenty-five cent rate all summer, until September 15, when the respondent company raised the same to forty-two cents, and that he is now compelled to pay $6.30 for hauling a car seven miles, that it ought to be considered a "switching charge," and fixed on that basis.

Respondent acknowledges the facts as set forth by complainant, and says: "The tariff rate which your honorable Board allows this company to make on coal for that distance is forty-two cents per ton, and we are confident from the fact that our line south of Fort Dodge has not, during the past eighteen months, earned within several thousand dollars of operating expenses, that neither this rate nor any other we are charging on that line is unreasonably high. In May last some of the operators of coal mines at Kalo wrote to me several times, urging that we make a rate during the summer months when the coal business is dull, from Kalo to Fort Dodge on coal going to points on the Illinois Central Railway that would enable those mines to do a fair share of the coal business on that line, as against coal companies having mines on that line and having to pay the company's rates only to reach their several markets. This was urged, more especially as there was not a sufficient market on our line to keep the Kalo mines in operation sufficiently to justify their being worked at all during the summer months unless this further outlet could be secured in the manner requested. It was urged further that if the mines were closed down during the summer months the miners and other laborers engaged in the operation of those mines would be idle and suffer hardship, or should they go away from there it would disorganize their forces very much and seriously interfere with the opening, and possible operation of the mines during the balance of the year. We accordingly, with some reluctance, agreed to put in a rate of $3.50 per car on shipments such as indicated above, good from June 1st to September 15th, specifying in a letter at the time we agreed to do this, that on the last named date the rate would be advanced again to figures then charged, which are those allowed by the Commissioners in their tariff as stated above. In writing one of the parties interested, advising him that we would do this, I stated to him as follows: 'We do not regard the rate as a remunerative one, and do not put it in because we think so, and only do so in order that your mines may be kept running.' For the purpose of further saving our rights, we stated, as a precautionary measure in this direction, that during



that time we would consider it a switching charge only; this will account for those words appearing on the expense bills to which you refer."

After a careful examination of the facts in this case, the Commissioners are of the opinion:

*First.* That the rate, $6.30 per car for a seven mile haul, being the Commissioners' rates for class "C" roads, is not an unreasonable or extortionate rate, but a fair remuneration for the services rendered.

*Second.* That the fact that the company gave a reduced rate, without discrimination, in a dull season, to stimulate an industry, cannot be regarded as fixing a standard of rates for the same service in the future, and the Commission would not be understood as holding such to be a criterion for reasonable rates, different from those fixed in the schedule.

The complaint is therefore dismissed.

*Des Moines, Iowa, January 2, 1890.*

# RULINGS.

# RULINGS.

*In the matter of the posting of notices and keeping for public inspection and for the convenient use of the public, tariffs and schedules as required in section 7 of chapter 28, of acts of the Twenty-second General Assembly.*

Whereas, on the 21st day of May, 1889, the Chicago, Burlington & Quincy Railroad Company applied by letter, through its legal department, asking for a ruling on the requirements of this section, said letter being in the following language:

BURLINGTON, IOWA, May 21, 1889.

*Honorable Railroad Commissioners, Des Moines, Iowa:*

GENTLEMEN—The Chicago, Burlington & Quincy Railroad Company desires to ask your construction of the provisions of section 7, chapter 28, of the acts of the Twenty-second General Assembly, which relate to the manner in which schedules showing rates and fares and charges for the transportation of passengers and property shall be kept for public inspection, and as to the notice required to be posted indicating where in the freight office such schedules can be found.

After the adoption of the Commissioners' rates by this company, the company has always kept subject to public inspection, upon demand of its agent at each station, copies of all tariffs in force, and instructions to agents have been to permit a full and easy inspection of all these tariffs upon request of any person. So far as I have been informed there has never been any complaint that inspection of tariffs was not permitted.

Some time ago the indictment in Page county, Iowa, of Mr. J. M. Bechtel, for failing to have posted in the office at Clarinda a notice stating where such schedule could be found, called the attention of our freight department to the fact that the provisions of the law had not been fully complied with. Immediately thereupon our freight department caused to be posted in each of its stations in Iowa a notice, of which I send you one of the printed forms. You will observe from this notice that the schedules are all kept by the station agents, and that persons desiring to inspect the same are given every opportunity to do so, upon application to the agent. I am to-day in receipt of a letter from the Hon. T. R. Stockton, county attorney of Page county, Iowa, (a copy of which I enclose herewith), which appears to indicate that our action in this respect does not seem to the county attorney to be a sufficient compliance with the law.

It is the desire of this company to comply strictly with the law, as it is construed by the honorable Railroad Commissioners; and in order to remove all doubt as to what its requirements are, I beg to submit to the Commissioners the question whether our action in posting the notices referred to above, and the keeping with the agent all tariffs and schedules in force, is or is not a sufficient compliancee with the law as construed by the Railroad Commissioners. If it is not, and the Commissioners will indicate to us any amendments desired, we shall be very glad, indeed, to conform.

Very respectfully,

J. W. BLYTHE.

Copies of inclosures:

J. W. BLYTHE, *Burlington, Iowa:* CLARINDA, Iowa, May 15th, 1889.

DEAR SIR—Your agent here has posted printed notices which he claims to be a compliance with section 7, chapter 28, Acts of 1888. I am satisfied that it is not a lawful compliance, and I now call your attention so you can correct it before court convenes next August. If you desire it, I will give you my reasons for the opinion I have.

Yours truly,

T. R. STOCKTON
*County Attorney.*

CHICAGO, BURLINGTON & QUINCY RAILROAD.

NOTICE.

Tariffs of this company, showing freight rates between stations on this road, can be examined on application to the agent.

PAUL MORTON,
*General Freight Agent.*

That on the 23d day of May, 1889, the Commissioners replied to said letter of inquiry, as follows:

May 23, 1889.

J. W. BLYTHE, ESQ., *Attorney Chicago, Burlington & Quincy Railroad Co., Burlington, Iowa.*

DEAR SIR—Replying to your favor of the 21st inst., the Commissioners suggest the following form for the notice to be posted in freight office and passenger station:

"SCHEDULE OF RATES AND FARES.

"NOTICE.

Printed schedules showing the rates and fares and charges for the transportation of passengers and property, are kept for the convenient inspection of the public at the office. The agent will make all necessary explanations.

"E. P. RIPLEY,
*"General Manager Chicago, Burlington & Quincy Railroad Company."*

They also suggest that the copy of schedule kept for convenient public inspection have a heading showing that it is the copy for public use.

They would regard this as a compliance with the law.

Respectfully yours,

W. W. AINSWORTH,
*Secretary.*

By order of the Board.

That on the 27th day of May, 1889, further communication from legal department of the Chicago, Burlington & Quincy Railroad Company, bearing date of May 25, 1889, was received, being as follows:

BURLINGTON, Iowa, May 25, 1889.

*The Honorable Railroad Commissioners of the State of Iowa, Des Moines:*

GENTLEMEN—I beg to acknowledge receipt of your favor of the 23d inst., suggesting the form of notice to be posted in freight offices and passenger stations, and note the suggestions which you make. I am very much obliged to you for your prompt attention to this matter, but beg to suggest that your letter does not entirely cover the points suggested in my letter of the 21st instant. I beg, therefore, to trouble you further to give us the benefit of your construction of the law as to the way in which the schedules shall be kept, and would suggest the following points upon which we should like advice:

1st. In the judgment of the Commissioners, will the law be sufficiently complied with if the schedules showing rates and fares and charges for the transportation of passengers and property are kept so that they can be inspected only upon application to the agent?

2d. At places where our passenger station and freight station are separate buildings, will it be necessary for us to keep schedules of both passenger and freight rates at both stations, or should the schedule of passenger rates be kept at the passenger station and the schedule of freight rates at the freight station?



In order to show the importance of these inquiries to this company, I beg to call your attention to a copy of a letter which I have just received from the Hon. T. R. Stockton, county attorney of Page county, in which he gives his construction of the law in respect to the matters upon which we ask the construction of the Commissioners, and advises us that he will instruct the grand jury in accordance with the view of the law, which he therein presents. In view of the proposed action of the county attorney, of Page county, and the possibility of similar action in other counties, it has occurred to me that the Commissioners would be willing to give us a construction of the law, a compliance with which would relieve us from the penalties which we might otherwise incur, even if acting in good faith upon a construction of the law such as seems reasonable to us. I desire in this connection to suggest to the Commissioners whether it would not be possible and expedient for them to make an order under section 15, of chapter 28, of the acts of the Twenty-second General Assembly, such as would relieve us from all danger of prosecution after a compliance with the order of the Commissioners. It is our desire to comply strictly with the law as it is to be finally construed, but I think it unnecessary for me to point out to the Railroad Commissioners how exceedingly difficult of construction this law is. I would therefore respectfully submit to the Commissioners' that this is a case where a construction of the law would not only operate for the protection of the railroads, but would seem to be manifestly fair and expedient in the interests of everybody concerned.

Yours truly,

J. W. BLYTHE.

Copy of inclosure:

F. R. STOCKTON,
COUNTY ATTORNEY, PAGE COUNTY.
CLARINDA, IOWA, May 24, 1889.

J. W. BLYTHE, *Burlington, Iowa:*

DEAR SIR—My answer to yours of 20th instant has been delayed until now by a brief absence from town.

So far as the questions between us are concerned, section 7, chapter 28, of acts of 1888, requires of your company—

1st. That it shall keep in each station, a copy of its schedule of rates for the use of the public.

2d. Such schedules must be kept in the station where it can be conveniently inspected.

3d. A printed notice must be published in each station indicating where in such station this schedule for the use of the public will be found.

It seems to me that you have not complied with any of the above named requirements. You have no schedule in the station for the use of the public and have only a schedule for the station agent and this is not kept where it can be conveniently inspected by the public. The schedule can only be seen by permission of the agent. The notice posted by you does not in any manner indicate where the schedule for the use of the public will be found; it makes no mention of the public schedule and only informs the public that on application to the agent (the agent's clerks will not do) the tariff of the rates of the company may be examined.

To my mind it is clearly apparent that the legislature intended that in some place in all stations, to which the public could have easy access, common carriers should keep the schedule of rates in force on their roads where these rates might be inspected without inquiry of an agent, who may just then have wronged the person desiring the inspection. The very evident intent of requiring the schedules to be thus kept and the notice to be thus posted is to give publicity, so that the citizens might know, without inquiry from a disinterested official, what the carrier could lawfully demand for any service. Such being the intent of the statute, I think you will concede that your construction gives the smallest possible publicity, to give any at all.

Again, your construction gives your agents the greatest opportunity to discriminate between shippers, or between localities, almost without fear of detection. You could lower your rate on a long haul and charge the old rates on all short hauls, which you would not dare do if the public could, without inquiry, have easy access to a public schedule.

Again, your construction is an almost insuperable obstacle in the way of the officer whose duty it is to see that you are not discriminating between shippers or localities. Now, I do not know or believe that your company is guilty of these offenses, but your construction favors these practices, and you will know there is a wide spread feeling that railroad companies are not as good as they should be; and it seems to me you should so construe the law as to "avoid the appearance of evil."

I have written this somewhat hurriedly and fear I have not made myself understood. I have a firm and abiding opinion that your action does not give that publicity to your rates which the law requires, and shall so instruct my grand jury, unless I have other light before court convenes.

Yours truly,

(Signed) T. R. STOCKTON.

Replying to communication from Mr. Blythe, solicitor for the Chicago, Burlington & Quincy, of May 25, 1889, the Board sent the following letter:

JULY 9, 1889.

J. W. BLYTHE, ESQ., *Solicitor Chicago, Burlington & Quincy Railroad Company, Burlington Iowa:*

DEAR SIR—Section seven of the law which provides for the printing of schedules of freight and passenger rates was taken almost literally from section ten of the inter-state law. There seems to have been some doubt as to the proper construction of the inter-state law as to the necessity of *posting* the schedules, and to relieve the law of any uncertainty, Congress, at its last session, amended section ten so that it now reads, and copies for the use of the public shall be *posted in two public conspicuous places in, every depot, station or office of such carrier, where passengers or freight, respectively, are received for transportation.*"

The law of this State was enacted before the amendments to the inter-state law was made by Congress, and is subject to the same doubt as to construction. Our law reads "shall print and *keep* for public inspection," and further on says, "and a copy shall be *kept* in every freight office and passenger station, where it can be conveniently inspected." Further on it is provided that "such common carrier shall keep a printed notice posted in every freight office and passenger station indicating where, therein, such schedules can be found."

A reasonable and fair construction of the law does not seem to require that the schedules shall be posted, but that they must be *kept* where they can be conveniently inspected by the public, with proper notices posted, directing the attention of the public to the place where such schedules are kept. The place, however, where the schedules are kept, must be convenient of access.

The Commissioners are of the opinion that the requirements of the law would be met if schedules are hung at the ticket windows in passenger depots, where they can be protected from destruction by the agent, and kept on the desk or table over which business is transacted in freight offices. The law hardly contemplates that schedules should be posted on the walls and notices also posted calling attention to the posted schedules. Keeping the schedules where they will be of convenient access, is what is required.

Respectfully yours,

W. W. AINSWORTH,
*Secretary.*

By order of the Board.

On the 30th day of July, following, Mr. E. P. Ripley, general manager, and W. C. Brown, superintendent for Iowa, appeared before the Commissioners and gave evidence to the effect, the Chicago, Burlington & Quincy



Railroad Company had complied with the rulings of the Commissioners in this respect. From this evidence the Commissioners find that the said rail road company has, now, and within a reasonable time, ceased and desisted from violation of the provisions of law in this respect in compliance with the report and notice of the Commissioners to said railroad company.

*Des Moines, Iowa, July 30, 1889.*

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COMMISSIONERS' RATES FOR OVER FOUR HUNDRED MILES.

In the matter of inquiry of Messrs. F. M. Slagle & Co., of Alton, Iowa, regarding rates to be charged on shipments in the State, under the rates fixed in the Commissioners' tariffs heretofore, for distances of over 400 miles, not included in said tariffs, the following ruling is hereby made by the Board of Railroad Commissioners of Iowa:

RULING—For distances over four hundred (400) miles, the rates for transporting goods, merchandise, etc., over the various railroads in the State shall be at the same ratio of increase as the rate for the preceding one hundred (100) miles, in Commissioners' tariff, except as heretofore provided for the transportation of hard and soft coal crushed stone, gravel and sand.

*Des Moines, Iowa, November 13, 1889.*

# INVESTIGATION OF ACCIDENTS.

# INVESTIGATION OF ACCIDENTS.

## GLENDALE ACCIDENT.

STATE OF IOWA,
BOARD OF RAILROAD COMMISSIONERS,
DES MOINES, January 2, 1890.

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

SIR—On October 28, 1889, passenger train No. 4, east bound, and the first section of freight train No. 7, west bound, came together at a point on the Chicago, Milwaukee & St. Paul Railway Company's track, about one mile east of the passing station of Glendale, the first station out from Council Bluffs, at about ten o'clock P. M.

James Pullen, the engineer of the passenger train, and Angelo Guillot, an Italian laborer, in the employ of the company, who was riding in the smoking car, was killed; Joseph Oppie, traveling engineer of the company, was badly hurt in the back; Michael Ross, an Italian laborer, had two or three ribs broken; James Ryan and Geonia Schoschignane were somewhat burned about the legs with steam; one regular passenger, G. R. Cross, was cut on the wrist, and several others shaken up and bruised; S. F. Shuart, express messenger, was cut in the nose; John Williams, baggageman, scalded on back and upper arm and both feet cut.

The following summary of the testimony taken by the Commissioners on October 30, is probably a fair statement of the facts:

D. A. Bollen, Racine, Wis., assistant general superintendent Chicago, Milwaukee & St. Paul: Was acquainted with the engineer of No. 4 out of Council Bluffs. Knew him since 1872. Has been running an engine about twenty years; don't know whether all the time on Milwaukee road or not. Considered him one of the best, if not the best runner we had; not the fastest, but the most reliable. I don't know whether he was ever in accident before. Don't know what his habits have been in late years. I might say that the master mechanic considered him the best runner on the road, and wished he had more like him, and he selected him many times to run special trains, on account of his being qualified for running special trains with great care. He took good care of his engine.

R. B. Campbell, superintendent Chicago, Milwaukee & St. Paul: Been connected with the road seven years. Known Mr. Pullen (engineer of No. 4) five years. Known him by reputation since I have been connected with the road. Has always been considered one of the best engineers on the system. Since my connection with the road has never been in an accident; has

never, to my knowledge, been under the influence of liquor, though he has had the reputation of being a drinking man. He was a swaggering sort of a man, but so far as his ability, he was A 1. There was one report, anonymous, some three years ago, that he had been drinking at Perry, and had a quarrel with some men. I investigated the matter thoroughly, and I found that it wasn't a fact. I usually pay no attention to anonymous letters. We use the double order system. Whenever an order is sent to one train it is sent to all trains affected; they get the order simultaneously. The ruling trains have to answer to the order, and after they have answered this order and have received the work O. K., which means it is all right, the ruling train is given the right of way to any meeting point that may be made for them. That is becoming almost universal. In addition to that we have adopted special rules, which are a part of our time cards, requiring the locomotive engineer before starting, to examine order; not only examine, but show it to his fireman; and if on a freight train, if practicable, to his head brakeman.

B. B. Plumb, foreman of the locomotive department, Council Bluffs division, located at Marion: Am acquainted with the habits of the engineers that run on this division. Was acquainted with Mr. Pullen. I considered him as competent an engineer as there was in the service of the company. I know nothing of his habits that would warrant me in saying that he was intemperate or in the habit of using intoxicating beverages to excess; never saw him take a drink. I saw him nearly every day for between five and six years. Last year I haven't seen him so much. I don't know of his being in an accident before. I think he was a No. 1 engineer.

J. M. Bunker, Perry, Iowa, train master: I have known Mr. Pullen for the past seven years or more. I considered him a temperate man. I can't say I ever saw him under the influence of liquor. I have always considered him one of the finest of the engineers on the division, and understood him to have that reputation generally. As far as skill was concerned, I don't think he was excelled by any one on the division; he had that reputation. I should consider his judgment as good; always considered him a good, level-headed man. Don't remember of his ever being in an accident or suspended or disobeying orders. Know nothing of this accident personally. Mr. Pullen has been selected by the directors to pull them over the road. I don't consider that Mr. Pullen had any superior as an engineer.

G. E. Bartholomew, train dispatcher between four and five years; am at Perry; been there two months. The orders to these trains were issued October 28; the orders were given to first 7 and passenger train; the order is No. 24; was given to first section, No. 7, at Yorkshire, and the operator at Underwood, and operator at Council Bluffs, and addressed to engineer and conductor No. 4, at Council Bluffs; also to the operator at Neola, and to the conductor of second section No. 14, at Underwood. The first section No. 7, will meet second section No. 14 at Neola, instead of Yorkshire, and 16 at Underwood, instead of Neola; 4 at Council Bluffs; second section Nos. 14 and 16 will side-track. Order No. 27 was given to conductor and engineer 16, at Weston; No. 4 at Council Bluffs; to the operator at Weston, and the conductor and engineer of first section No 7, at Underwood, to operator at Underwood, operator at Council Bluffs it reads: "First section No. 7 will meet No. 16 at Weston, instead of Underwood; will meet No. 4 at Glendale, instead of Council Bluffs." That was repeated back by both parties, by all concerned. It is my custom to send same order to all trains interested, at the same time. Order No. 27 was the one they came together on. The time the operator at Weston signed it, was 9:34 P. M.; the operator at Underwood, 9:36 P. M.; the conductor and engineer 16 at Weston, 9:38 P. M.; conductor and engineer first section No. 7, at Underwood, 9:42 P. M.; conductor and engineer No. 4, and operator at Council Bluffs, 9:52 P. M. No. 4 is due to leave Council Bluffs at 9:47; due at Glendale at 9:57; first section No. 7 due at Weston, 9:33; at Council Bluffs, 9:47. They were behind at Weston; they were far enough behind to lose their rights—their rights against No. 4. After the orders were given, they had the right to run to Glendale regardless of No. 4. Under the telegraph order, they had a perfect right to go to Glendale, but if No. 4 was ten hours late they would have to wait for it, unless they received further orders.



C. R. Cornelius, conductor of No. 4. I left the transfer at 9:41; at the local depot I went in and received orders. The first order I signed, was to meet first section No. 7 at Council Bluffs, and as soon as I got through signing it another order was received, saying that we would meet at Glendale. We received the order at 9:52. It was 9:55 when I gave the order to the engineer. Have been conductor ten or eleven years; on regular passenger, three years in the spring. Have been running on this division all this time. I gave a copy to the engineer. He was on the left side of the cab, standing in the gangway. The engineer was James Pullen; fireman, Campbell; the brakeman was near there; his name is Fred Hobson. I passed the engineer's copy to him; I don't know whether he read it or not. I then went back to take care of the train. I told the substance of the order to the engineer. I said, "That order is to meet No. first 7 at Glendale." After delivering the order to the engineer and comparing time, I gave the time by my watch, and I noticed the fireman get up and looked at the watch. I got the time from the chronometer in the office. Either him or the fireman said, "All right." I said, "It is 9:55 now." I don't know whether he looked at his watch; I was looking at my watch, and either he or his fireman said, "All right." After that I started to go back; went inside the baggage car and told my head brakeman to meet first 7 at Glendale, and then I commenced going through the train. I didn't tell the rear brakeman. I went into the smoking car and commenced taking up transportation, and got through the smoking car. Think there were nine in the smoking car; in the next car there were two or three passengers. I just got into the next car. There were smoking car, three cars and sleeping car. I had woke up an old lady to get her ticket; as I did so I commenced to think it was time to whistle at Glendale, and as I looked out on the right hand, on the north side, and I stepped back and stopped and looked out again. Just as I stepped back the pressure of the air-brake came on the car, and I started forward. My first impression was, that we were getting into Glendale. Just as I got to the door we struck. There is only a switch track there. I didn't feel the switch when we passed over it. (Mr. Campbell here stated that the switches were "split switches.") As soon as the crash came I got right out. I only walked four or six steps after I felt the air applied before the crash came. Our track and that of the Rock Island are 200 to 250 feet apart. I would always protect my train. I delivered the orders to Mr. Pullen at the station.

He was standing on the gangway, on the left side; I was three or four feet from him; I handed him the order; I didn't observe anything more than ordinary in his bearings; I should not judge he had been drinking; his bearings were not such as I would think he had been drinking; have been running with him same length of time I have been running on this road; I know nothing of his personal habits; so far as I know, when on duty he has been all right and straight; he never failed to do his duty with me.

Thomas Campion, age 22, residence, Perry: Fireman three months for Pullen on No. 4; was firing on the night of October 28. Got on the engine at the round-house. Pullen was all right and straight, no appearance of having been drinking. Got our orders at the local depot; the conductor gave them to me; engineer was standing on the left hand side of the engine. He pulled his watch out and Jim asked him what time it was; he said it was 9:55; I looked at the clock, and it was just 9:55. I didn't hear the conductor say anything, when he gave the order to the engineer, with the exception of time. I didn't know what the order was; he didn't read it to me; it is customary to do so; he told it to no one else. Doesn't he tell the orders to the head brakeman? On freight, not on passenger. I didn't know what the order was; I didn't hear any one say what the order was. We were ten minutes late. We run 20 or 25 miles an hour; were not trying to make up time. He (the engineer) said nothing to me. We run about as we usually do from Council Bluffs to Weston. They (the Rock Island) were about a car ahead of our engine all the way. Don't think the engineer was trying to beat the Rock Island. He whistled for the side-track at Glendale. He didn't put on the air there. He blowed a short whistle. It whistled for the side-track. Just the same whistle we blow at highway crossings. I first saw the head-light of No. 7 about a mile the other side of Glendale. There is a curve there. When I saw the headlight I got to the gangway and told Jim to jump, there was something coming down the main track. I got off. He was sitting on the regular side—on the right hand side. I was watching the Rock Island train. The road curves to the left there—to the north. He said nothing to me. Didn't notice what Mr. Pullen did with the orders Mr. Cornelius gave him. I didn't know that No. 7 was not in when we left the Bluffs. It never came to my mind whether it was in or not.

Cornelius recalled. There was a red light out at the depot in Council Bluffs, which signified that we were to receive orders there. That hangs on the outside of the depot, where all could see it. That was just as much a signal to the engineer as to me. It was his duty to know that that meant orders.

Campion saw the conductor hand the order to the engineer.

Fred W. Hollis, aged twenty-one, brakeman. Reside at Marion. Braking little over two years. Was braking on No. 4 on the evening of October 28th. Didn't see Mr. Pullen when I got on the train; I simply spoke to him at the transfer. He acted ordinarily. I had no conversation with him. I saw him in the gangway. I was standing pretty near at the rear end of the tank. I saw the conductor give him his orders. I heard them compare time. I heard Mr. Cornelius say that it was 9:55 and handed him the order, and gave him substance of it, "first section No. 7 and No. 4 meet at Glendale." We then started out and I got in the rear end of the baggage car. I remained there probably a minute. The conductor told me to meet 1st section No. 7 at Glendale. I asked him what he wanted done about the passengers, about taking the number of local and through. He told me to count the passengers. I sat down in the coach until he got through. I probably sat there about five minutes, and I then got up and looked at their tags to see where they were going. Fixed my fire. I can tell by the tags where they were going. I sat down in the first coach and sat there about a minute when they struck. I felt the air go on; it seemed to go on full force; it went on for a sudden stop. I was sitting down when the air went on. It forced me forward. I threw myself down in the seat when it struck. There wasn't more, probably, than ten or fifteen seconds between the time when the air was applied and when we struck. I broke a window and got out through there. I helped to get the rest of the people out of the smoking car, and helped uncouple coaches. I knew nothing about flagmen being sent forward or sent back. It is not a part of my duty to know that. It is the duty of the head brakeman to protect the front end of the train. I suppose it is the conductor's duty to decide when it is proper to do so. Have heard no questions as to the orders to the train. I didn't know that we had passed Glendale. I could not have seen the switch lights by looking out of the window. The switch was a split switch. I had no idea we had passed Glendale; if I had known that, I would have put on the air brakes. I didn't hear the engineer whistle for Glendale.



Emmett Ryan, brakeman No. 4, aged twenty-seven; been braking over a year; reside at Marion. Saw the engineer before getting on the train; he said good evening. I passed him several times and he was talking to Mr. O'Connell. The next time I saw him was when he lay a corpse. I was sitting in the rear car when we struck. The air went on pretty suddenly and pretty hard. I knew there was something the matter. I started up and walked four or five steps, and the shock threw me down. I gathered myself up and got the red and white lights; I looked for my fuses and could'nt find them. (Campbell: These are red lights; they light them and put them in the ground; they are thrown off and stand up and burn). I jumped off the train, took one look ahead, and saw Mr. Cornelius; he was running towards the front end of the train. Then I started back up the track with the red and white lights and torpedoes. I yelled to a man in a house to run down and help. I came right on to the station. I met a hand-car and foreman, and I got on and went back and reported to the operator. I went back to the wreck with the wrecking train. Mr. Hollis coupled the engine onto the train.

E. F. Lillie, freight conductor: Reside at Perry. Been running freight train about two months; was braking before that, something over three years. Was conductor first section No. 7 on evening of October 28th. I received orders against 1st and 2d 14 and No. 4. I received orders at Yorkshire to meet No. 4 at Council Bluffs. That is the ordinary meeting point. We couldn't make Council Bluffs for No. 4; we were some late. I received orders again at Underwood to meet No. 4 at Glendale, instead of Council Bluffs. I have the orders with me. The first order: "Perry, order No. 24, 10, 28, 1889, operator, conductor and engineer 1st section No. 7, Yorkshire: 1st section, No. 7, will meet 2d section, No. 14, at Neola instead of Yorkshire, No. 16 at Underwood instead of Neola, and will meet No. 4 at Council Bluffs; 2d section, Nos. 14 and 16, will side-track; 12, J. M. B. operator. O. K." The O. K. means all right. The next order was: "Order No. 27,

10, 28, conductor and engineer 1st section, No. 7, Underwood: 1st section, No. 7, will meet No. 16 at Weston instead of Underwood, and will meet No. 4 at Glendale instead of Council Bluffs; 12, J. M. B." I got duplicate order for the engineer. My understanding from order was to meet No. 4 at Glendale. I was in the caboose when we approached Glendale; I was in the cupola on the right hand side; up there all the time except for a few minutes before we struck. I went on the back platform. As I reached the back platform I saw the headlight and jumped off. I set no brakes; didn't have time. The brakemen were out on top of the train trying to stop for Glendale. We were probably running fifteen miles an hour when we struck. I sent a brakeman back to flag; sent no man forward.

W. D. Raite, aged twenty-nine: Reside at Perry. Been railroading about ten years. Fired about six years. Been running engine since November, '85. I was the engineer of 1st section No. 7 on the evening of Oct. 28. What orders did you get at Weston? (Here same orders are repeated.) We were running at a speed, I think not to exceed 24 to 28 miles per hour from Weston to where we struck No. 4. Regular freight time is 15 miles per hour. (R. B. Campbell: I don't think there is any rule in reference to speed of freight trains; the time of trains would give the speed.) We have a rule that trains should be under control. That is supposed to be 10 miles an hour. We were running at a speed of between 12 and 15 miles per hour when I got off; I think we were about one and one-fifth miles from Glendale. I thought at that speed we could stop at Glendale. I think I was a little over a quarter and hardly a half-mile east of the wreck when I first saw the headlight. West of the wreck there is a large place between the two tracks where it hadn't been dug away, and left a high ridge there. It was just east of that where we struck. There is a curve there, mostly right in the cut. When I saw the headlight of No. 4 I whistled for brakes and reversed my engine. I could see the brakemen on the train after I whistled. I saw two lights; supposed they belonged to the two brakemen. I put the engine in back motion. I opened the throttle. I got on the step of the engine ready to get off. I didn't have time to give her any sand. I didn't think I had any more than time to get off. It seemed to be a kind of a dark night. I think no fog. The rail was dry. I then got off. I don't think I could have done anything more if I had stayed on the engine. I lit on my feet. I didn't fall. The engine still shows it was going in back motion. Being two tracks there it will make a man uneasy; if a man sees a head-light it makes him uneasy. I don't know why I did it, but when I saw the headlight I immediately whistled for brakes. I thought of danger. I knew we were not at Glendale. My engine was not an air-brake engine. I saw two headlights. My impression was that there was a train on each track. When I got off the engine, to the best of my knowledge their headlight showed me the way to jump off. It was about 300 feet from where I jumped to where the wreck was. (Mr. Campbell thinks it is 50 to 60 feet between the tracks). Didn't hear No. 4 whistle. The first lever was in back motion on Pullen's engine. Coaches are 58 feet in length. Train No. 4 probably 350 feet long.

J. H. Wasson, fireman, age thirty-seven, says had no orders to meet No. 4 at Glendale; were running twenty or twenty-three miles an hour, until we got out of Weston, we probably averaged twenty miles an hour until just before the accident; testimony substantially same as engineer's.



G. H. Covey, brakeman No. 7: Set three brakes, they held all right; I saw the two headlights, and I set my brakes; we were running about twenty miles an hour; was down in the engine until I got out to set brakes; couldn't tell how he got off.

A. C. Hand, brakeman No. 7: I felt the engine being shut off; I saw the head brakeman shut off brakes; I saw the engine after I got on top; I was standing on the caboose in the first place; I set two brakes; they held all right; I heard whistling; our engine whistled for brakes; thinks they were running twelve or fifteen miles an hour; regarded the train under control.

Dr. Don Macrae: James Pullen and Angelo Guillot, killed; Joseph Oppie, back hurt; he is traveling engineer; I fear he will be paralyzed below his waist; he is a fleshy man; no doubt he will come out all right in the long run.

Michael Ross, Italian, fifty-one years old, has two or three ribs broken; he is evidently an asthmatic man anyway, and it increases the condition very much. He complains of a good deal of pain in his breast, but I think he will come out all right, too.

James Ryan and Geonia Schoschignune; they are both hurt. One complains of his knee and the other of quite a portion of his thigh is considerably burnt; it was either steam or hot water. He was in the smoker.

J. R. Cross, passenger: cut on the outside of his wrist. He has gone on home; none of the passengers were so seriously injured neither that they couldn't go on. There was only one passenger outside of this man that was referred to me. Mrs. Dr. Kemper, she complained as much of being frightened as anything else; old lady, she is quite old; good fleshy woman; she said she was stiffened up a little but she wasn't hurt. That was the only one I heard of.

S. F. Stuart, express messenger: he had his nose cut, probably needed stitching; he sent for Dr. Pinney.

John Williams, baggageman, hurt worst of all. He was pretty badly scalded on the back and upper arm, not deep, however, just burnt in the first degree. Both feet are cut, bleeding and look very badly; no bones broken; he will come out all right; he went home voluntarily; he lived at Marion. That is all. According to the papers there is a man in Omaha by the name of Briggs, but nothing particular the matter as he went to help the rest.

J. F. O'Connel, examined, says he has known Mr. Pullen since 1872. See him on the average of two or three times a week; I never saw him drinking, never heard of him drinking, that is, intoxicated. My business brings me in contact with him quite frequently; never knew of a time when he was under the influence of liquor. I saw him on the evening of the 28th. I talked with him about half an hour; about 9 o'clock. I didn't notice anything wrong. He appeared to be in his usual state. In my judgment he was perfectly sober. He didn't talk in an incoherent manner. I regarded him in perfect condition to take charge of his engine. It is my business to see that everything is all right. He did not talk like he was dazed; he talked same as he always did. Was talking about a whistle he had, he was going to put on one of those calliope whistles. He was talking about one thing and another; he was all right.

Joseph Oppie, examined at hospital: Age forty-six, occupation traveling engineer of the Chicago, Minneapolis & St. Paul; been in the railroad busi-

ness twenty-four years; am an engineer myself. I have only been in the company of Mr. Pullen twice in the last three or four years in my duty. Have been traveling engineer about three months, since last July. I have visited him twice during that time. I would regard him as a first class man in every respect. I got on with him in the day time, also at night, and I always found him all right, just as he should be. I did not see him before he took the train. My calculation was to get on with him at Neola, at the first stopping place. I knew of nothing wrong with Mr. Pullen whatever. I never heard he was a drinking man.

P. C. DeVol and David DeVol, stove and hardware merchants of Council Bluffs, both testified that Mr. Pullen was in their store for an hour or so on the afternoon of October 28, looking at stoves; that he seemed to be of a rather talkative disposition, but did not show that he had been drinking. In talking with Mr. David DeVol, a man of over eighty years, in speaking of his health and so on, Mr. Pullen said that he had never been sick in his life; that his wife kept a certain brand of stomach bitters of which he occasionally took a dose and that in addition to that he occasionally took a drink of whisky.

From the testimony the Commissioners are at a loss to determine what caused Engineer Pullen to run by the meeting station named in the order, unless it was that his "mind stopped working." The orders were apparently all right and the trains were not being run in an unusual or negligent manner.

Just west of the point of meeting there was a deep cut and a curve that prevented the engineers of the respective trains from seeing each other's head lights in time to stop without coming together.

If the freight train had been equipped with air brakes as was the passenger, it is quite probable that the speed of the trains would have been so reduced as to have averted any serious results. Respectfully submitted.

By order of the Board. W. W. AINSWORTH, *Secretary.*

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

*In the matter of collision between a Fair Ground Train, west bound, and the Chicago, Rock Island & Pacific Railway, and a Freight Train of the Chicago & Northwestern Railway, at the Crossing of the above named Roads, near the Chicago, Rock Island & Pacific Passenger Depot, in East Des Moines, September 4, 1889.*

ORDER OF THE BOARD.

*To The Chicago, Rock Island & Pacific Railway Company:*

You are hereby informed that section two thousand and five (2005) of the code of Iowa, provides as follows: "All trains run upon any railroad in the State, which intersects or crosses, or is intersected or crossed by any other railroad on the same level, shall be brought to a full stop, at a distance



not less than two hundred feet, or more than eight hundred feet, from the point of intersection or crossing of such road, before such intersection or crossing is passed by any such train."

In accordance with this provision, it is the opinion of the Iowa Railroad Commission that regular crossing stops should be made at the railway crossings, between the passenger station of your road, in West Des Moines, and the station at the fair grounds.

By order of the Board of Railroad Commissioners.

W. W. AINSWORTH,
*Secretary.*

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